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TWENTY-FOURTH ANNUAL REPORT

OF THE

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**Railroad and Warehouse
Commission**

OF MINNESOTA

TO THE

GOVERNOR

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For the Year Ending November 30, 1908

1909

SYNDICATE PRINTING COMPANY
MINNEAPOLIS

STATE OF MINNESOTA

OFFICE OF THE RAILROAD AND WAREHOUSE COMMISSION

St. Paul, Dec. 31, 1908.

To His Excellency, John A. Johnson, Governor of Minnesota.

Sir: Pursuant to the requirements of Section 1985 of the Revised Laws of Minnesota, 1905, the Railroad and Warehouse Commission has the honor herewith to submit a report of the doings of the Commission for the year ending Nov. 30, 1908, this being the twenty-fourth annual report of the Commission as now organized, with such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation in its bearing upon the business and prosperity of the people of the state, with such suggestions in relation thereto as seem appropriate to the Commission.

Very respectfully, your obedient servants,

IRA B. MILLS,
C. F. STAPLES,
W. E. YOUNG,
Commissioners.

A. C. CLAUSEN, Secretary,
St. Paul, Dec. 31, 1908.

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TWENTY-FOURTH ANNUAL REPORT
OF THE
Railroad and Warehouse Commission
OF THE
STATE OF MINNESOTA

FOR THE YEAR ENDING NOVEMBER 30, 1908

RAILROAD COMPANIES' REPORTS

RAILROAD MILEAGE IN MINNESOTA.

The total mileage of main line of railways operating in Minnesota, on June 30th, 1908, was 8168.37, exclusive of Terminal and Transfer Railways, and on June 30th, 1907 was 8023.09 miles, showing an increase of 145.27 miles.

The total increase in the state was 154.33 miles, of which the principal increases were 49.40 miles new line of the Duluth, Rainy Lake and Winnipeg Railway, and 23.40 miles new line of Great Northern Railway, the balance being made up of mining and logging lines constructed in the northern part of the state. There was a decrease in mileage of 9.06 miles on account of log spurs removed, lines straightened, and rechaining, leaving a net increase of 145.27 miles. The total mileage of terminal road as reported for the year ending June 30th, 1908, is 87.54 miles, the same as for 1907.

CAPITAL STOCK AND FUNDED DEBT.

The amount of capital stock for roads reporting to this Commission for their entire lines, for the year ending June 30th, 1908, was \$1,158,360,894.00, and of funded debt, \$1,550,173,530.00, making a total of \$2,708,534,424.00 capital stock and funded debt, as against the total amount for the year ending June 30th, 1907 of \$2,567,340,709.00, which shows an increase in capital stock and funded debt of \$141,193,715.00.

ACCIDENTS.

The number of accidents to persons in Minnesota resulting from the movement of trains, for the year ending June 30th, 1908, as compared with the year ending June 30th, 1907, is as follows:

	1908.		1907.	
	Killed.	Injured.	Killed.	Injured.
Passengers	4	198	5	439
Trainmen	41	742	64	1,088
Switchmen, Flagmen and Watchmen..	5	30	4	32
Other employes	24	197	46	186
Trespassers	105	116	122	101
Non-trespassers	15	93	34	153
Total	194	1,376	275	1,999

The figures given above show a remarkable decrease in the number of persons killed and injured during 1908, as compared with the preceding year. In addition to the foregoing, there were 9 employes killed and 886 injured, 14 passengers injured and 9 persons other than passengers injured from causes other than the movement of trains, making a total of 203 killed and 2285 injured as compared with a total of 294 killed and 3,137 injured for 1907.

OPERATING INCOME, STATE OF MINNESOTA.

The total operating income of the roads doing business in the State of Minnesota from freight, passenger, express, mail and all other sources of revenue, for the year ending June 30th, 1908, were \$78,700,981.00, as compared with \$88,674,278.00 for 1907, a decrease of \$9,973,297.00.

OPERATING EXPENSES, STATE OF MINNESOTA.

The total amount of operating expenses charged to the State of Minnesota for the year ending June 30th, 1908, was \$45,668,368.22 as compared with \$48,247,178.00 for the year 1907, a decrease of \$2,578,809.78.

OPERATING REVENUE FOR STATE OF MINNESOTA.

The total operating revenue for Minnesota for the year ending June 30th, 1908 was \$33,032,613.00, as compared with \$40,-427,100 for 1907.

DIVIDENDS PAID.

The total amount of the dividends paid by the roads operating in the State of Minnesota, for the year ending June 30th, 1908, for their entire lines, was \$54,692,892, as compared with \$55,-576,727, a decrease of \$883,835.00.

The total dividends on preferred stock was \$27,592,984, and on common, \$27,099,908, and was paid by the eleven companies as shown in the following table:

Road.	Preferred.	Common.
Chicago & Northwestern.....	1,791,600	6,972,672
Chicago, Burlington & Quincy.....		8,867,128
Chicago, Milwaukee & St. Paul.....	3,490,543	5,817,497
Chicago, Rock Island & Pacific.....		3,929,785
Chicago, St. Paul, Minneapolis & Omaha.....	787,976	1,298,934
Dubuque & Sioux City, (Ill. Cent.).....		176,392
Duluth Terminal	3,000	
Duluth & Iron Range,) See note		
Duluth, Missabe & Northern,) below.		
Great Northern	10,471,820	
Minneapolis & St. Louis.....	198,045	
Minn. & International.....		37,500
Northern Pacific	10,850,000	
Total	\$27,592,984	\$27,099,908

Note—In addition to the above, the Duluth & Iron Range Railroad paid dividends from accumulated surplus of \$3,600,000.00, and the Duluth, Missabe & Northern paid from their accumulated surplus \$4,523,750. These large dividends represent the distribution of accumulated surplus, and not an annual dividend, as the two range roads do not pay dividends annually, but allow their surplus to accumulate and distribute it periodically.

DEBIT AND CREDIT BALANCES CARRIED TO PROFIT AND LOSS ACCOUNT.

The following companies carried forward a credit balance for the fiscal year as follows:

Canadian Northern	\$642,348.39
Chicago & Northwestern.....	4,874,419.47
Chicago, Milwaukee & St. Paul.....	3,247,410.00
Chicago, Rock Island & Pacific.....	592,561.41
Chicago, St. Paul, Minneapolis & Omaha.....	18,144.25
Dubuque & Sioux City (Ill. Cen.).....	17,126.90
Duluth & Iron Range R. R.....	2,067,462.44
Duluth & Northern Minnesota.....	79,066.75
Duluth Belt Line.....	2,131.57

Duluth, Missabe & Northern.....	5,023,286.30
Green Bay & Western.....	105,643.75
Iowa Central Ry.....	218,131.68
Minneapolis & Rainy River.....	5,963.20
Minneapolis Eastern	13,196.85
Minneapolis, St. Paul & S. S. Marie.....	1,470,293.16
Minn. & International.....	96,842.75
Northern Pacific	6,258,117.84
Winona Bridge	10,829.32
Wisconsin Central	351,009.43

Total	\$25,093,985.46
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FOR THE SAME PERIOD THE FOLLOWING ROADS CARRIED
FORWARD A DEBIT BALANCE.

Chicago, Burlington & Quincy.....	\$47,464.43
Chicago Great Western.....	1,278,620.48
Duluth & Northeastern.....	17,400.30
Duluth, South Shore & Atlantic.....	310,992.81
Duluth, Rainy Lake & Winnipeg.....	30,521.34
Great Northern	607,263.84
Mason City & Fort Dodge.....	46,225.15
Minneapolis & St. Louis.....	89,595.09
Minneapolis, Red Lake & Manitoba.....	32,164.06
Minneapolis Western	18,075.14
Minnesota & North Wisconsin.....	10,403.69
Wisconsin, Minnesota & Pacific.....	76,039.57
	<hr/>
	\$2,564,765.90

The total surplus carried forward for all lines is \$235,775,835.56, as compared with \$229,661,893.80 for the year ending June 30th, 1907, an increase of \$6,113,941.76 for the year.

TAXES.

The total amount paid by all companies for taxes on their gross earnings for the year ending December 31st, 1907, was \$3,555,557.84 as compared with \$3,389,881.14 for 1906, an increase of \$165,676.70 for 1907.

The total amount of operating revenue for the entire lines of all roads operating in the State of Minnesota was \$459,566,647 for the fiscal year ending June 30th, 1907. The accrued taxes for all lines was \$17,347.230, which would show an average rate of taxation based on Gross earnings of .03774 per cent. or a fraction less than the 4 per cent. paid in this state.

RENTALS PAID.

The total amount of rentals paid by Railroad companies for the use of tracks of other companies for their entire lines for the year ending June 30th, 1908, was \$4,587,243.00, as compared with a total of \$5,681,640.00 for 1907, a decrease of \$1,094,397.00.

ADDITIONAL TABLES.

In the accompanying report will be found a number of statistical tables in addition to those contained in previous annual reports. These tables consist of tabulated information of the operation of the roads, similar to those furnished by the carriers in their annual reports to the Interstate Commerce Commission, under the requirements of its rules for uniform accounting, which also have been adopted as a requirement by the various state Commissions, with a view of securing a uniform system of reports by all states.

The index to any specific statistical table required can be found on page 269, preceding the tables referred to; the original reports filed by the Railroad Companies with the Commission are available to parties interested for the purpose of examination at its office in the New Capitol Building, St. Paul, Minnesota.

ORGANIZATION OF THE COMMISSION.

The Commission is now constituted as follows:

Ira B. Mills, re-elected November, 1908, term expires January, 1913.

Charles F. Staples, re-elected November, 1906, term expires January, 1911.

Charles E. Elmquist, elected November, 1908, term expires January, 1913.

GRAIN INSPECTION, WEIGHING AND REGISTRATION
DEPARTMENTS.

The annual reports of these departments are now published separately from the Report of the Commission for the convenience of the grain trade and those specially interested in this particular subject. Copies can be obtained by application to the Chief Inspector of Grain, State Capitol, St. Paul, Minnesota.

RECOMMENDATIONS FOR LEGISLATION.

The Commission recommends that the Legislature enact such laws as will:

1st. Allow them to continue the valuation of the physical properties of the railroad companies, in order to keep the same at all times up to date, and require the railroad companies to furnish such statements and information as may be necessary, giving the Commission authority to examine all books, papers, contracts,

vouchers, receipts and all other papers or documents that they may deem necessary for this purpose.

2nd. Amend the statutes in regard to penalties so as to meet the objection of the Supreme Court to the penalty clause in the Commodity Rate Bill, the Two-cent passenger law, and the General Commission Act.

3rd. Provide for the re-enactment of Section 2010, Revised Laws of 1905, or so much thereof as will allow railroad companies to give free transportation, or reduced rates, to the State of Minnesota, the United States, or to Municipal Corporations, or for charitable purposes, or for expositions and fairs, and stock for breeding purposes, and issue mileage, excursion or commutation tickets at rates equal to all. The purpose of re-enactment being to remove any existing doubt as to the status of said Section 2010 R. L. 1905, if it is held that Chapter 449 G. L. 1907 effected the repeal of said Section.

WORK OF THE COMMISSION.

During the fiscal year ending November 30, 1908, and in accordance with the requirements of Chapter 176, General Laws 1905, there were filed 305 applications for permission to make changes in rates and classification, also to install new commodity rates. Of this number 286 were filed by Railway Companies, of which 269 were granted and 17 denied. Of the 19 applications by Express Companies, 14 were granted and 5 denied.

The greater portion of these applications were for new rates on various commodities and reductions in existing commodity rates and the remainder consisted of cancellations of obsolete rates and some few increases where such increases were shown as not affecting unfavorably the industry using the rates.

In addition to these matters, there were considered by the Commission 61 petitions concerning depots or depot service, 5 applications for loading platforms, 1 for an elevator site, 14 for side-tracks, 4 for transfer facilities and track connections, 21 complaints relating to passenger train service, 10 complaints against Commission Merchants, 6 regarding dangerous crossings in villages or cities, 23 cases relating to rate questions, 55 regarding overcharges and claims for damage, 7 car shortage complaints, 6 complaints of delay in moving loaded cars, 7 applications for inspection of new

interlocking plants and 52 complaints of a miscellaneous character aggregating 272 complaints and applications of this general character. Not included in the above list were a large number of matters of lesser importance which were disposed of by correspondence; among these were a number of communications involving questions of an interstate nature which were taken up with the Interstate Commerce Commission at Washington, resulting in facilitating prompt consideration and satisfactory adjustments whenever possible.

A list of the various cases disposed of during the year will be found on pages 182 to 205, inclusive, with index references to the full reports on those of special importance or of formal character.

The dominating feature of this year's report is the subject of "Valuation of Railways in Minnesota" which is fully and elaborately treated in the following report submitted to the Commission by its Engineer, Mr. D. C. Morgan, who, with a corps of assistants has been engaged in this important work for the past two years.

Valuation of the Railways of the State

OFFICE OF THE RAILROAD AND WAREHOUSE COMMISSION.

St. Paul, Minn., Dec. 1, 1908.

The Commission presents herewith the report of Mr. Dwight C. Morgan, Engineer, employed by the Commission to superintend the work of valuing the physical properties of the railways of the state. This report purports to show the cost of reproducing the physical properties owned and held within the state by the various railway companies on June 30, 1907.

The unit prices used in arriving at the cost are the average prices prevailing during the five-year period prior to June 30, 1907.

This work was begun January 15, 1906, and has been prosecuted without interruption since that date.

It has been carried on continually under the direction of the Commission, and being thoroughly familiar with the methods used and with each step taken, it is our judgment that complete justice has been done towards the Railway Companies.

It will be noted, that the inventory supplied by the different railway companies shows their claimed value as it existed June 30, 1906, while ours shows the values brought down to June 30, 1907.

Appended is a statement showing the stock and bond value of the various railway companies as it appeared June 30, 1907. Necessarily this is made up on a proportional mileage basis. On all interstate roads no fair comparison can be made as between the stock and bond and the reproduction cost values. Necessarily the reproduction value includes all valuable terminal properties within the state, which in many cases form a very large portion of the entire value.

Under the rule stated by the Supreme Court of this state, in the case of Steenerson vs. Great Northern Railway Company, it was held that the method to be adopted for the purpose of ascertaining the value of the property upon which a railroad company is enti-

tled to earn a return, should be arrived at by ascertaining the cost of reproducing the property at the time of the inquiry. This has not been accepted as the rule by the Supreme Court of the United States, but in the celebrated case of *Smyth vs. Ames*, it was held that the cost of reproducing the property was one of the elements to be taken into consideration.

It has been found, however, that a difference of opinion may be indulged in even with reference to the meaning of the term "cost of reproduction," and it is the contention of the complainants in the rate cases now pending in this state, that the proper use of this term implies that the cost of reproducing the lands held by the railways is to be determined upon the theory that the lands are of their present market value, and that in reproducing them, or to use a better term, to acquire them, the railway companies would have to pay a much larger sum than their present market value, and that this excess cost should be added to the market value of the lands, and thus the test of reproduction cost when applied to the lands would result in a value upon these lands greatly exceeding their true or market value.

The Commission is not at all disposed to agree with this contention. The most that can be said is, that if the purpose is to ascertain the original cost of the land and no other data is available, it would seem proper when the market value of the land at the time of its acquisition is arrived at, to add to that amount some reasonable sum, for the purpose of arriving at the actual cost to the railroad company. But it seems to us after a full consideration of this subject, that the term "cost of reproduction" could never have been used by the Courts in a sense which would permit an entirely imaginary and artificial value to be placed upon the property actually owned and in the possession of the railway company. In ascertaining the value of a locomotive, or any other article used by the company, sold in the open market, the value of a similar article upon the market is, of course, a fair test as to the value of the article so used, but in the case of real estate we are asked to go further and proceed upon the theory that the land although of its present value, is not in the possession of the railroad company, and that to acquire it, it would be necessary to pay this additional amount known as the railroad value. The result of this would be that the true or market value of the land would be disregarded and an artificial value placed upon it, upon an hypothesis which has no existence in fact.

The aim and object of this valuation has been to secure complete information and data upon every phase of the question, and the inquiry pursued upon the question of land values has gone not only to the extent of arriving at the true or market value, but also as to how much that value should be increased, if the claim is sustained that the cost of reproduction means literally the basis of acquisition of the lands at this time, by the usual methods adopted by railroad companies in securing new right of way. This occasions the two sets of tables, Appendix D, accompanying the report, marked respectively, Estimate "A" and Estimate "B," Estimate "A" showing the value of the lands for railway purposes upon the hypothesis above described, and Estimate "B" showing the true or market value of the lands; also eliminating in Estimate "B" an item of about \$13,000,000.00, this amount being cost of adaptation and solidification of roadbed; the theory being, that this item of cost was paid for from the operating expense fund, and is not a proper item in the reproduction cost of already constructed lines of road.

Another important work in connection with valuing the properties, to be undertaken by the Commission, is to establish the original cost of the lands to the railway companies. It must be apparent to all that if the constantly increasing value of railroad properties is to be taken as the basis for computing proper returns, without regard to the original cost of the same, it is only a matter of time when transportation companies will, by absorption, own a disproportionate share of the wealth of the country.

We believe that the careful analysis of the values of the physical properties of the railway companies, in connection with the great mass of information germane to this question now being secured in the trial of the rate cases, will demonstrate the necessity for regulating in some way the issuance of securities by railway companies and the close supervision by the state, in the future, of all expenditures made for purposes of improving present or building and acquiring new properties, to the end that the state may know at all times the actual capital investment in the properties, or, in other words, the actual cost. To illustrate: The evidence in the Northern Pacific rate case now pending shows that the company claims that the actual value of its properties and holdings is approximately \$600,000,000.00. The par value of its authorized stock is \$250,000,000.00, and the outstanding bonds of the company amount to \$190,000,000.00, making a total capitalization of \$440,000,000.00. The total amount of cash, however, actually invested

and remaining invested with the company for both stocks and bonds amounts to the sum of only \$279,811,592.00 or 47% of the claimed present value of the properties, and 60% of the total stock and bonded debt of the company.

Another important feature to be considered is, that while of necessity the report shows the value of the entire property of each road located in the state, this by no means implies that in estimating a fair return upon its Minnesota business, a company is entitled to claim a return upon the total value of the property. The extensive and costly terminals at St. Paul, Minneapolis and Duluth, afford as a rule, facilities for a large proportion of interstate business, and generally speaking, a railway project is undertaken with a view of providing for ultimate interstate business of much greater volume than its state business.

We do not purpose in this report to suggest any division of the values. We feel, however, that when the Court comes to consider the present cases, enough detailed and segregated information upon every branch of the subject will be supplied, to enable a fair determination upon this as well as many other branches of a most perplexing subject, which will in future render the work of public authorities entrusted with the duty of regulating rates, to be charged by common carriers somewhat easier than it has been in the past.

While it is not pertinent to this report to discuss the subject of fixing rates to be charged by railway companies, it is, however, proper to say, in our judgment, it is manifest that the cost of the service performed by railway companies must be at least approximately ascertained. In this task little or no assistance can be had from the railway companies. For reasons best known to themselves, they make no attempt to segregate the cost of service for state and interstate business.

We are prepared to present evidence in the pending rate cases along this line, which we believe will demonstrate the entire feasibility of our plans.

The necessity for segregating the cost of service between state and interstate business is now universally recognized by all officers, both state and federal, charged with the duty of regulating rates for transportation, as well as for determining the cost itself.

Attention is invited to the tables given in Estimates "A" and "B," in which the aggregate cost of reproduction of all the railways in the state, as claimed by the companies for June 30, 1906, is

\$500,675,780.00, while our valuation for June 30, 1907, including multiples on land and cost of adaptation and solidification of roadbed, is \$411,735,194.00; omitting the multiples on land and cost of adaptation and solidification of roadbed, the reproduction cost is \$360,961,547.00; complete data has been compiled and is on file in the office, to prove the detail values of all the properties of each railway in this state.

CAPITAL STOCK AND FUNDED DEBT, JUNE 30, 1907.

Key No.	Name of Railroad	Total for System	Minnesota Proportion	Roadway Miles in Minnesota	Average Per Mile
2	C., B. & Q. R. R.....	\$279,529,100.00	\$757,241.88	23.460	\$32,278.00
3	C. G. W. Ry.....	107,529,952.05	16,743,875.28	117.590	142,392.00
4	C., M. & St. P. Ry.....	258,809,500.00	43,371,044.34	1,201.980	36,083.00
5	C. & N. W. Ry.....	289,635,685.53	25,068,954.28	651.277	38,492.00
6	C., R. I. & P. Ry.....	252,371,000.00	12,095,605.47	236.210	51,207.00
7	C., St. P., M. & O. Ry.....	63,656,926.62	16,717,540.24	431.120	38,777.00
8	D. & I. R. R.....	14,232,000.00	14,232,000.00	240.831	59,095.00
9	D., M. & N. Ry.....	13,155,500.00	13,155,500.00	142.120	92,565.00
10	D. & N. E. R. R.....	500,000.00	500,000.00	63.500	7,874.00
11	D. & N. M. Ry.....	200,000.00	200,000.00	35.000	5,714.00
12	Great Northern Ry.....	249,163,439.39	*78,268,491.87	2,049.933	38,181.00
14	M. C. & Ft. Dodge R. R.....	44,841,152.00	8,237,425.10	27.300	118,587.00
16	Minn. & Int. Ry.....	2,645,000.00	2,645,000.00	174.470	15,160.00
20	M., St. P. & S. Ste. M. Ry..	76,563,394.97	18,255,912.88	539.573	33,834.00
21	M. & St. L. R. R.....	34,843,683.12	20,884,936.64	378.460	55,184.00
24	Northern Pacific Ry.....	341,703,376.00	55,898,480.08	967.085	57,801.00
26	Wisconsin Central Ry.....	61,989,795.00	1,235,380.40	23.600	52,389.00
27	Wis., Minn. & Pac. Ry.....	11,704,400.00	10,539,655.70	244.030	43,190.00
28	Illinois Central R. R.....	†29,535,352.68	1,172,647.56	30.170	38,868.00
	Totals		\$334,979,691.72	7,577.709	
	Average				\$44,206.00

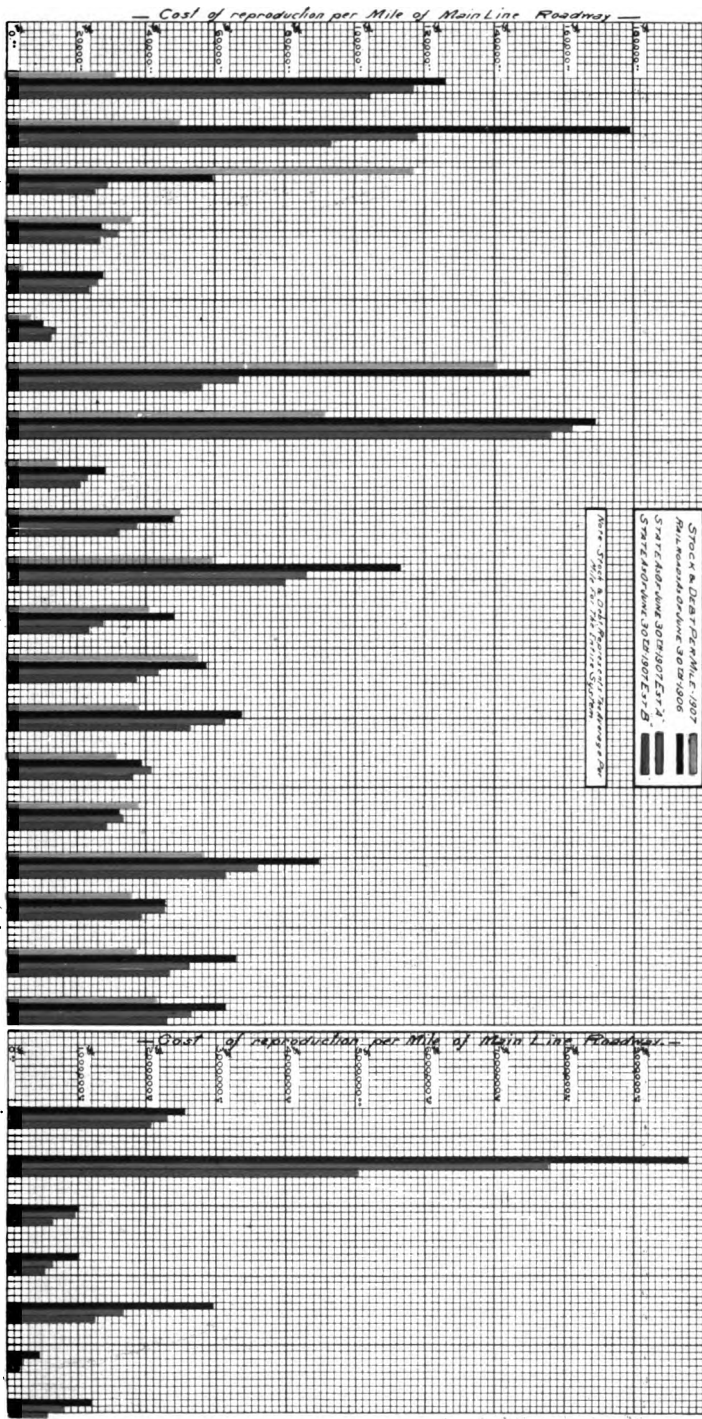
*Total mileage used for Great Northern system, 6,453.32. See 1907 annual report to stockholders.

†Dubuque & Sioux City Railroad Co.

IRA B. MILLS,
C. F. STAPLES,
W. E. YOUNG,
Commissioners.

MINNESOTA RAILROAD APPRAISAL OF 1906-7

Chart showing the cost of reproducing the various Railroads of Minnesota per Mile of Main Line Roadway.
 of June 30th, 07 per State
 .06 per Railroad



the following companies have been included in the list of railroads: Duluth & St. Louis, Great Northern, Great Northern & Pacific, Great Northern & Western, Great Northern & Northern Pacific, Great Northern & St. Paul, Great Northern & Wisconsin, Great Northern & Minnesota, Great Northern & Iowa, Great Northern & Nebraska, Great Northern & Kansas, Great Northern & Colorado, Great Northern & Arizona, Great Northern & New Mexico, Great Northern & Texas, Great Northern & Oklahoma, Great Northern & Missouri, Great Northern & Arkansas, Great Northern & Louisiana, Great Northern & Mississippi, Great Northern & Alabama, Great Northern & Georgia, Great Northern & Florida, Great Northern & South Carolina, Great Northern & North Carolina, Great Northern & Virginia, Great Northern & West Virginia, Great Northern & Maryland, Great Northern & Delaware, Great Northern & Pennsylvania, Great Northern & New Jersey, Great Northern & New York, Great Northern & Connecticut, Great Northern & Rhode Island, Great Northern & Massachusetts, Great Northern & Vermont, Great Northern & New Hampshire, Great Northern & Maine.

Switching Roads

Minnesota Railroad and Warehouse Commission

Office of Engineer for Valuation of Railways

St. Paul, Minn., December 1, 1908.

Hon. Ira B. Mills, Chairman; Hon. Charles F. Staples, Hon. William E. Young, Railroad and Warehouse Commission of the State of Minnesota.

GENTLEMEN: In presenting my report upon the cost of reproduction and the present value of the physical properties of the railroads of Minnesota, I thank your Commission for its uniform courtesy and support, which has been made manifest to me at all times during the period of its preparation.

FOREWORD

The stimulating effect of a conviction, that a valuation of the physical properties of railways is practicable, is on the other hand not without the deterring influences which an opposing belief exerts. The work itself must in each case be left to answer that question, not in an academic sense alone, but upon broader ground, that the promotion of a better understanding and of the equities involved in unsettled problems may not be halted under the influences of either aversion or trepidation.

Some of the circumstances attaching to this work at the beginning and others which have arisen during its progress, are of such a nature as have led me to a more argumentative discussion of the subject than would perhaps seem justifiable were it possible to have proceeded under the guidance of either firmly established precedents, or under the directing influences of such decisions of the courts as would have definitely interpreted the principles upon which such an inquiry shall best be founded and which it may reasonably be assumed are not the same for all purposes in which the valuation of railway property may be found serviceable.

Since the inauguration of this inquiry, litigation has been com-

menced and is now pending in the Federal Court in respect of the reasonableness of certain rates prescribed by the Legislature and by your Commission, which in the process of adjudication is not unlikely to lead to a review of the theories and principles upon which the reproduction cost and present value of the railways of Minnesota is presented.

Intelligent men differ in their views as to the literal interpretation of "cost of reproduction," of the proper treatment to be accorded the unearned increment in the value of lands for right of way, yards and terminals and also many other questions of importance arise which for various reasons of a legal character have very properly led to the amplification of the data that the Commission might be in the possession of such facts, as both it and Counsel deem most expedient for the best interests of the State.

In order that the task undertaken by me might be accomplished at all, it became necessary to adopt a fixed hypothesis upon which to proceed, but in broadening the field for the greatest practical employment of the data now at command, it cannot be asserted that, by considerations of public utility, modifications according to circumstances which may appear, will not in the final determination enable a more just and equitable application to be made of it than would otherwise be possible. This is most likely to prove true in the event that certain elements, proper to be considered, are either obscure or unavailable; a condition very probable to be met with from a great variety of causes, some of which have been suggested in this report. Under instructions from your Commission, I have therefore prepared two sets of estimates for each of the railway properties, which are designated Estimate "A" and Estimate "B"; the tables of comparisons properly belonging to each estimate are correspondingly designated.

Estimates "A" and "B" are alike in all respects, except that Estimate "A" includes the multiples applied to the lands for right of way, yards and terminals. Estimate "B" excludes the multiples and the figures inserted are those representing the true value of lands, for purposes other than railway uses, as determined from the investigations made and described in full in this report. This difference in respect to the lands also affects all items which are measured in percentages of the total.

REPORT UPON THE COST OF REPRODUCTION AND THE PRESENT VALUE OF THE PHYSICAL PROPERTIES OF THE RAILROADS OF MINNESOTA

In conformity with our correspondence and the resolution unanimously adopted by your Board, I have the honor to submit herewith my report upon the cost of reproduction and the present value of the physical properties of the railways of the State of Minnesota.

The very complete understanding the Commission already has of the conduct of this inquiry would, under ordinary circumstances, render it sufficient perhaps to transmit to you the results of the investigation without special comment, but in view of the magnitude of the undertaking, the importance of the truth of the considerations upon which it is founded and of the public and corporate interest manifestly present respecting the preparation of data which in divers ways is not unlikely to have a bearing in the determination of important questions, seems to demand such explanation as is necessary to make clear the methods under which the inquiry has been carried to a conclusion, also that reference be made to some of the conditions met with which, from their nature and extent, become potent influences in affecting the value of the physical properties of the railways of the state.

In the preparation of such a report as you requested me to make, the data are so very numerous and extensive that the systematic conduct of the work which I adopted with your approval has been of the utmost importance, indeed indispensable, and it is proper for me to state that the estimates as herewith submitted have been prepared with a full impression of the complex character of the subject and of the necessity of reasonably accurate conclusions. Careful consideration of the scope of the inquiry as outlined by your Commission led me to the suggestion of a plan, the fulfillment of which would in the most practical way place at the disposal of the State complete engineering data of its railways in such form and in such detail as it is believed will be essentially useful under all circumstances which may arise hereafter. It therefore became necessary to find:

First: The cost of acquiring presently the lands and other real estate owned and occupied by the railroad companies for railway purposes, also the cost of reproducing new the physical elements entering into the construction of the lines with all appurtenances; assuming that the location, environments and conditions affecting each

railway and governing such costs of acquirement and reproduction are as they exist today.

Second: To establish the depreciation in the value of the physical properties due to the effect of the elements and to the wear and tear by use, to be determined from an actual examination of the railways, thus enabling a personal knowledge of the standards of construction and maintenance and of the conditions affecting each property.

The results obtained from these methods of procedure will be referred to as:

First: "Cost of Reproduction."

Second: "Present Value of the Physical Properties."

It is unnecessary for me to discuss at length the reasons for the adoption of the general plan by which the work has been carried to a conclusion, other than to state that it has afforded probably the most stable basis that can be reasonably devised for systematic and thorough consideration of the problem of physical values, resembling in some respects the inquiry into the value of Pacific railroads made in 1887 under the direction of the United States Senate Commission, and with which work I was intimately associated, and it also has features of the Michigan and of the Wisconsin Railroad Appraisals made for taxation purposes.

Acknowledgments are due Mr. Richard Price Morgan, C. E. D. Eng., Chief Engineer of the United States Senate Commission; Mr. Mortimer E. Cooley, Engineer of the Michigan Tax Commission; Mr. William D. Taylor, Engineer of the Wisconsin Tax Commission, and his successor, Mr. William D. Pence, for professional courtesies extended which have been helpful in respect to the work in Minnesota.

Upon the adoption of the plan proposed for collating all of the essential facts concerning the physical elements of the railways, the manner in which the data might be obtained, became a matter of much importance in respect not only as to the time required for the work, but also the cost to the State.

The acquirement of all of the facts and data independently of co-operation with the railway companies with a degree of accuracy considered necessary to an intelligent determination of values, seemed to be impracticable because of the great expense involved, and furthermore, such a plan would in the end doubtless lead to a duplication of the work; the railway companies undoubtedly challenging all of the results of such a valuation until its accuracy and reasonableness had been tested by their own investigations. There

are other considerations of primary importance which precluded the adoption of entire origination of data, among which may be mentioned the fact that, many engineering works have so completely changed the topography of a locality and left so few remaining evidences of the original conditions that without either personal knowledge or reliably acquired data, any estimate which could possibly be made, independently and from observation alone, would be too conjectural to be of value.

For these reasons it was thought that a better understanding of the purposes of the Commission would result from a conference with the representatives of the several railway companies and that at such conference opportunity would be afforded the Commission to ascertain from them to what extent they would be willing to co-operate with the Commission in furnishing data, facts and general information upon which to estimate the cost of reproducing their respective properties.

At a meeting held in the offices of the Commission, in the State Capitol, January 26, 1906, more than 95 per cent of the railroad mileage of the state was represented by the general officers of the railroad companies and a plan of co-operation was outlined.

The conference disclosed a willingness on the part of the railroad companies to aid the Commission and its engineer in obtaining a valuation of their properties. Question was raised as to using average prices for labor and materials for a five (5) year period; and in deference to the wishes of the representatives of the railways it was agreed that the average prices prevailing for the year 1905 should be employed.

A review of prices for the five year period ending June 30, 1907, enables it to be reasonably assumed that the prices generally prevailing for the year 1905 are in most respects as near the average prices for the five year period as are practicable for the purposes of this inquiry; detailed analysis of which, leads to modifications unimportant so far as affecting the final estimates of reproduction cost.

It must be recognized, however, that the cost of labor and of materials entering into the construction of railways have averaged higher since 1902 than at any previous period and that no marked recession in prices began until the early part of this year, consequently, the effect upon reproduction cost is of such importance that your attention is directed to the conditions referred to, because abstract comparisons of the estimated cost of reproducing the railroads of Minnesota and elsewhere in other States, not unlikely to be attempt-

ed, would lead to erroneous conclusions and the analogy cannot be sustained in fact unless brought to a common basis. In this regard an analysis of the units of cost, as well as the dissimilar characteristics of railway construction, will always challenge in a greater or less degree the relevancy of such comparisons as reflecting the true measure of either.

Further reference to the conference and of the plan proposed and adopted is made in the letter of instructions embodied in this report.

On March 12, 1906, in pursuance of the understanding, had with the railway companies, blank forms were sent to each company upon which to schedule and appraise the cost of reproduction and the present value of its physical properties. The thirty-one (31) forms prepared for this purpose itemized the usual characteristics of railway construction and were in sufficient detail to enable an identification of the numerous elements essential in any intelligent consideration of physical values.

The following letter of instructions accompanied the forms and was suggestive of methods which would enable a segregation of items and values and produce a uniformity in the returns, susceptible of detail analysis:

“St. Paul, Minn., March 12, 1906.

“The official announcement of the Railroad and Warehouse Commission of the state of Minnesota, dated January 22, 1906, and addressed to the managing officers of the respective railway companies, whose lines are operated in this state, set forth briefly the intent of the commission to appraise the value of railway property in the state of Minnesota and invited a conference with the representatives of the railway companies to discuss matters pertaining to the work.

The meeting of January 26, 1906, held in the Capitol Building in pursuance of this announcement and request, enabled the commission to present to the railway companies the general plan upon which it desired to proceed, and to ask the co-operation of the companies in furnishing data, estimates of cost and such other information and assistance, as is deemed essential to the purposes of the commission in carrying to a conclusion the investigation which has been undertaken by it.

A general discussion of the plan of procedure presented to the railway companies, resulted in modifying the time period proposed

to be used in determining the average prices of labor and material which form the basis upon which to estimate the cost of reproducing the railways complete with all appurtenances."

GENERAL PLAN FOR ESTIMATING THE VALUE OF THE PHYSICAL PROPERTIES OF THE RAILWAYS IN MINNESOTA

BASIS

"In estimating the value of the physical, real and personal properties of the railway companies in the state of Minnesota, an estimate of the cost of reproducing them new is deemed essential as the prime factor.

In respect to real estate and construction, this prime estimate is to be made as though the existing railways were not constructed and that the regions through which they now extend were occupied as now, by the settlements, improvements and varied industries.

The prime estimate of the cost of the construction and of the equipment of the railways new with all appurtenances, will be obtained by an average of the prices paid for labor, material, locomotives, cars, tools and other essential elements, for the year ending December 31, 1905.

The present value of the physical properties of the railways will be obtained by deducting from the cost of reproduction all deteriorations by time and use, on the date corresponding to that of the estimated cost of reproduction.

Forms for the details of the foregoing and any other elements that may arise essential to the purposes of the commission, will be prepared from time to time and furnished to the railway companies.

In arranging forms for recording the physical elements of the railways, they have been, so far as practicable, divided substantially to correspond to the usual departments, as follows:

- Land and Right of Way,
- Engineering,
- Maintenance of Way,
- Bridge and Building,
- Motive Power and Machinery,
- Car,
- Signal,
- Telegraph.

"It has been found impracticable to attempt to itemize under specific headings all of the various kinds of physical property belonging to the railway companies. The detail forms, 1 to 28, as adopted by the commission, cover the more important items. Such property as is not provided for on the detail sheets may be conveniently included on the Section Appraisal Sheet, Form 50.

To facilitate the work of verification, it is desired that the estimation of the various lines of railway be divided generally into sections of about 100 miles each, but for branch lines, these sections may be more or less than 100 miles, according to circumstances which may reasonably govern as to conditions and convenience in the work.

It is very important that all of the departments mentioned should understand alike the subdivision of the lines into sections, to the end that each set of forms may contain information pertaining only to that particular section of the line. This is essential to enable the compilations on forms 50 and 51 for each section, to be uniform and readily made.

It is very desirable that the lines and properties in the cities of St. Paul, Minneapolis and Duluth be treated as independent sections, and in arranging subdivisions of the lines it may be also found desirable that other cities be shown as independent sections.

Attention is called to forms 25, 26, 27 and 28, covering motive power and rolling stock. These items will be compiled irrespective of the sectional divisions into which the lines may be divided, and for interstate railways will be apportioned to this state on an engine and car mileage basis, except where some other basis for the division of these items may be found more equitable in arriving at an accurate assignment to Minnesota.

In respect to motive power on interstate railways, it is probable that the regular assignment of power to the respective operating divisions will enable convenient apportionment to be made to Minnesota, taking into account the cost of reproducing all locomotives operated within the state and adding thereto the cost of reproducing all other locomotives that are operated partly within and without the limits of the state, in the proportion that the mileage of such engines in Minnesota bears to their total mileage on the operating division.

In determining the present value of the physical properties in Minnesota, no instructions are given as to how the percentages of depreciation shall be arrived at. In making the returns, however,

it is desirable that information in respect to the methods used be given in sufficient detail to enable ready and intelligent verification by the engineer of the commission.

In conformity with the foregoing, I send to you under separate cover a supply of blank forms for use in recording and appraising the physical elements of your lines in Minnesota. If found to be insufficient for the needs of your company, additional blanks will be furnished on application.

It is the expressed wish of the commission that your report be received as soon as practicable, and in order to facilitate my work I will be very glad to receive in advance, detail sheets Nos. 16, 18, 19, 20 and 21 at any time feasible for you to forward them.

In your acknowledgment, will you kindly state the time, approximately, when I may expect to receive the report of your company?"

Subsequently and under date of April 25, 1906, request was made upon each of the railway companies for profiles of its lines in Minnesota, as follows:

"In pursuance of the method adopted January 26, 1906, at the meeting of the Railroad and Warehouse Commission with the representatives of the railway companies for estimating the cost of reproducing the railways of Minnesota, and which is being carried into effect, I expect soon to enter upon my work of verifying the data and estimates furnished by the railway companies.

"To make this work as convenient and accurate as feasible, it is essential that profiles of their lines in Minnesota be furnished by each railway company, with the following data corresponding to the subdivision of the lines into 100 mile sections or less, to which reference was made in my letter of March 12th:

First: Profiles showing the ground line and the original grade line; the location and kind of bridge, culvert or other openings provided in the roadbed; alignment notes.

Second: Where changes of grade have been made the revised grade line to be shown on profile.

Third: Where changes of line have been made which cannot be conveniently shown on the profile, a separate map and profile of such new work to be attached.

"It will greatly facilitate my work if this information is furnished promptly."

With the inauguration of the work as above outlined and pending the receipt of either partial or full data respecting the physical properties of the railway companies, the force which could be utilized to advantage was necessarily small, but was increased from time to

time to meet the requirements of a prompt prosecution of the work.

Inquiry was immediately undertaken to ascertain prices for labor and materials, and special agents were appointed to gather data in respect to the value of lands adjacent to all lines of railway in the state, from which to determine the cost of reproducing the right of way owned and occupied by the railway companies, for railway purposes. This work was carried forward in accordance with the following general instructions:

LETTER OF INSTRUCTIONS TO SPECIAL AGENTS IN SECURING DATA AS TO LAND VALUES

"As an aid in determining the cost of reproducing the right of way owned and occupied by the railway companies in the state of Minnesota, it is desirable and becomes your duty as special agent to ascertain the true or normal value of lands and real estate located adjacent to the several railways in each of the counties of the state.

There are two sources of information which at this time appear practical and so far as possible should be employed in your researches.

First: You are to examine the record of transfers of property subsequent to January 1, 1900, in the various county seats, obtaining therefrom all transfers within one and one-half miles on each side of center line of the main track of each line of railway, traversing the county, and in such instances as the records do not show sufficient activity in the sale of property to enable intelligent and fairly complete data, it is desirable to extend the limitations of one and one-half miles in order to obtain more complete information.

Second: It will be necessary to make inquiry among real estate men, bankers and business men, as to the value of the lands, to enable, as far as practical, confirmation of the data obtained from the county records. Each record of transfer must show book and page, town, range and section, acres involved, date of transfer and the consideration. Omit all transfers of property which the records show to have been made for either a nominal consideration or which represent undivided interests, sheriff's sales or foreclosures.

Give the names and addresses of parties consulted, together with the expressed views of each as to land values.

In examining the records you will doubtless find transfers of land to railway companies. These should be carefully noted and indexed separately in your record book, omitting all transfers to railway companies which are for nominal consideration or which represent easements.

Careful and complete notes must be kept of all information obtained and nothing left undone which is essential and necessary to ascertain the true value of lands adjacent to the respective lines of railway. When the work for a county is completed, forward the record book to this office together with a copy of the latest county map available.

Your movements will be directed from this office in such a way as is deemed most expeditious in accomplishing the results sought and you are urged to make progress as rapidly as is consistent with accuracy and thoroughness."

The work undertaken by the special agents in this field of the inquiry continued without interruption. Many special investigations and inquiries have been necessary to definitely establish a basis for determining the cost of reproducing the lands owned and used by the railway companies for right of way and terminals. Probably no feature of the valuation required more thorough or painstaking research and care. While there are other items connected with the work upon which there may be room for a conscientious difference of opinion, they are not so important in affecting results as are the values attaching to the lands.

In reaching a determination of the true value of lands adjacent to the railways from which to consider the cost of reproducing the right of way there has been taken into consideration more than 55,000 bona fide sales of property, representing more than 1,300,000 acres of land and involving considerations approximating \$100,000,000 which, supplemented with the opinions of disinterested parties and with personal observations along each line of railway in the State, formed the basis for establishing the true value of lands abutting the right of way of the railway companies.

RIGHT OF WAY VALUES

For ordinary purposes, the true value of land can be ascertained with a degree of accuracy which in general ought to enable the avoidance of any very wide differences of opinion regarding it, but the acquirement of lands for railway purposes presents conditions much more difficult to determine.

The purchase of lands for a railroad right of way require the consideration of two elements: first, the fair value of the land taken, and second, the damages to the residue in consequence of a part of the tract having been taken for railroad purposes.

The element of damages is dependent upon a variety of condi-

tions, several of which may be mentioned as: the location and direction of the proposed railroad with respect to the boundaries of the property; the inconveniences and dangers likely to be suffered and attributable to the construction and operation of the line, such as the separation of the owner's house from his barn, or of his barn from his well. The conditions arising and connected with the purchase of right of way are diversified according to individual circumstances and in no small degree is the cost of the land to the railway company affected by the manner of its acquirement, i. e.—by agreement and purchase or by condemnation proceedings; the latter process results in awards often equal to and sometimes in excess of the consideration originally demanded.

The influence of public sentiment for or against the construction of a line of railway is a most potent factor in respect to cost.

In varying degrees, these and other considerations make the lands purchased for a railroad right of way, usually more costly than the true or normal value of lands for other purposes.

The variety of conditions and circumstances which attach to each individual purchase of right of way, if considered separately, could but lead to a maze of uncertainty because the actual cost of the individual parcels acquired, ranges between a nominal amount and more than ten times the true value of adjacent lands.

From the facts which have been gathered in respect to land values and right of way costs, it appeared practicable to establish a general rule applicable to the problem of right of way values as a whole. There are, however, individual examples which owing to eligibility and peculiar adaptation of certain lands to the purposes of transportation, are extremely difficult to determine purely by rule with a degree of accuracy, perhaps entirely convincing.

It is, therefore, proper to state that in all of the work relating to the value of lands and to the appraisal in its entirety, the application of rules for the determination of reproduction costs have not been adhered to so rigidly as to preclude the rejection of results which it could be seen were plainly and palpably inconsistent and at variance with either professional intelligence or common sense. Every means which seemed to furnish reliable information have been availed of, and bona fide sales of lands to railway companies covering the more recently constructed lines consisting of more than 7,000 acres located in different parts of the state for which more than \$4,200,000 was expended in its acquirement, has been employed.

in determining the relation between the average normal value of lands and their average actual cost to the railway companies.

Extensive data of experiences in other States were also obtained, which are not only corroborative of the results of this inquiry, but in general sustain the application as related to the railways of the State of Minnesota.

Careful and full consideration of all information made available for establishing the value of the right of way owned and used by the railway companies for railway purposes, led to the conclusion that in the state at large exclusive of the three terminals of St. Paul, Minneapolis and Duluth, a multiple of three (3) applied to the true value or normal value of lands, as obtained from the transfers, would in general satisfy the conditions. The details of this investigation are made a part of this report, Appendix "C," and your attention is especially called to the data in respect to the acquirement of the right of way of the Illinois Central, between Lyle and Glenville, in the counties of Mower and Freeborn, in which the purchases of right of way by agreement with the owners of the land and that obtained by condemnation proceedings are shown separately. The figures are of interest in connection with this subject, and show that, of 35 per cent of the right of way acquired by condemnation proceedings, the company paid about $4\frac{1}{2}$ times the average true value of the lands, and of the 65 per cent purchased by agreement the price paid was but 1.7 times the average true value of the lands.

These figures cannot be taken abstractly as representing the relation existing between the two methods by which right of way is acquired, because, the measure of damages may be large or small according to circumstances not unlikely to very materially alter the ratios; however, from the facts gathered in this and other instances it may be accepted as a general rule that where right of way is obtained by condemnation, the price paid per acre is usually more than that of lands purchased by agreement.

TERMINAL VALUES

The basis for the determination of the value of lands in St. Paul, Minneapolis and Duluth was the "sales method" familiar to all those who have investigated the subject of taxation and real estate values. The process by which the sales method is applied, requires no lengthy description. Each sale is accompanied by two values,—the selling prices and the assessed value from which the ratio of true to assessed value is obtained. The problem of the

value of real estate in these cities was worked out on the general formula, that:

"As the assessed value of lands sold, is to the consideration paid, so is the assessed value of the real estate for the entire assessment district to the full value thereof."

For more particular and detailed information as to the "sales method," reference is made to the addresses of Mr. T. A. Polleys, Tax Commissioner of the Chicago, St. Paul, Minneapolis & Omaha Railway, and Dr. Thos. S. Adams, Professor of Economics, University of Wisconsin, in the proceedings of the Minnesota Academy of Social Sciences, Vol. I, 1907.

During the past six years the general transactions in real estate in St. Paul, Minneapolis and Duluth have been extensive and during the same period the purchase of terminal property by railway companies in these cities aggregate more than 320 acres, costing the companies nearly three million dollars.

How much the railway companies paid for these properties in excess of their normal value, was determined from the relation their assessed value and sale price bore to the assessed value and sale price of all other lands transferred in the respective cities, that were not acquired for railway purposes. Investigations made by a special tax committee of the Council of the city of St. Paul and submitted to that body under date of February 5, 1907, showed that property in the city of St. Paul was on an average assessed at about 60 per cent of its selling price. The subject of the inquiry made by this committee was subsequently more elaborately investigated by the State Tax Commission, not only with respect to the city of St. Paul but also for the cities of Minneapolis and Duluth, covering in all more than 25,000 sales of property.

In each city the ratio of assessed value to true value was therefore made available from reliable sources and was used as one of the bases for establishing the cost of reproducing the terminal properties of the railway companies.

The following example will illustrate the practical workings of the principle upon which terminal property values were established:

An important line owning terminals in the city of St. Paul recently purchased 44.67 acres of land within the city for \$54,047.75; this same tract was at the time of purchase assessed at \$18,135.00, which from the records of upwards of 10,000 sales is normally 60 per cent of its true value, therefore, its probable sale price, under

normal conditions, and for purposes other than railroad use, would have been approximately \$30,225. Its acquirement by the railway company was approximately \$23,822.75 in excess of its true value when considered in the light of the relation which assessed value bears to sale price for the great bulk of property which is transferred from one individual to another, in which the prices paid may be regarded as unaffected by abnormal conditions or by such terms of necessity, as enable a deviation from the ordinary rules governing the buyer and the seller in real estate transactions. That only certain property is available for railway uses is manifest; it is often fixed by topographical environments or by its particular eligibility for present needs or future requirements. Choice is therefore not optional with the railroad company in the same sense that it is optional with the individual.

The artifices resorted to by railway companies in their efforts to purchase property at normal prices are not enduring, and once it becomes known, the prices advance sometimes with remarkable increases and it was found from more than 200 sales of city property to railway companies, that a wide range existed between the normal value and the sale price of the individual purchases made. As might be anticipated, city property subdivided into small tracts enabled or justified the purchase of entire parcels in place of part thereof, materially modifying the element of damages, which made itself manifest to so marked a degree in the acquirement of right of way in the rural districts of the state, and in the cities as well as the rural districts, no individual purchase of property could be taken as a criterion, but all of the railway purchases made during the past five years were taken into consideration in establishing the average ratio or multiple for each city.

During the period referred to, the railway companies paid for the property acquired by them, over and above its normal value, an amount sufficient to justify the use of the following multiples: St. Paul, one and three-fourths ($1\frac{3}{4}$); Minneapolis, one and three-fifths ($1\frac{3}{5}$), and Duluth, one and one-fourth ($1\frac{1}{4}$), which when applied to the normal value of the lands as established from contiguous and surrounding property, formed the basis for measuring the cost of reproducing the existing terminals of the railway companies.

In the development of these factors, it was fortunately true that the data available included the cost of the newly acquired terminals

of three railway companies; two entering the city of St. Paul and one entering the city of Duluth.

Having obtained the data in respect to the relation between the assessed value and the true value of property in these cities and having also from the records established the ratio between the true value and what the railway companies actually paid over and above true value for property acquired by them, it became a matter of calculation to allot to the existing terminals such values as the application of the general principle warranted.

Under the Minnesota gross earnings tax, which exempts an ad valorem tax on property used for railway purposes, it was found from our inquiries that the tax records on that class of property were not made with such care or posted in such a way as to warrant its use as a basis, particularly as much of the terminal property to be valued had long been owned and utilized for transportation purposes. For this reason it became necessary to measure the cost of reproduction from the average value of contiguous and surrounding property, not including the improvements thereon but applying the multiples to the true value of the naked lands.

It cannot be assumed that in a work of such magnitude, it is possible or practical to go into the ultra refinements of the question of land values which it is believed would not materially alter the results. I desire, however, to point out at this time the desirability and importance of selecting a method for estimating right of way values that removes to a large extent the element of personal opinion. While the process employed in the determination of right of way values in the Minnesota appraisal may not be regarded as perfect, yet it possesses the merit of continuity in the relations of value through the successive steps to the final results.

It may be asserted in substance that the "sales method" does not represent real value. I cannot presume to try to settle a question so replete with human mystery; it is sufficient answer here that if it does not represent real value, then the multiples used for the determination of right of way values must be correspondingly modified so that in the end the same result for right of way values, as well as for terminal values, ought to obtain.

To elaborate somewhat on the estimates of values made by experts and appraisers of lands based purely upon opinion which long residence, intimate knowledge and familiarity with real estate transactions claim to enable, I know of no better illustration of the confusion which such estimates insure than is set forth in the appraisal

of the terminal properties of the Great Northern Railway in the Steenerson Rate Case, which was carried through the Supreme Court of this State some years ago.

Two sets of appraisers made estimates of the value of the terminal lands of the Great Northern Company in St. Paul and Minneapolis. One of the appraisals was made by experts employed by the railroad company and the other was made by experts employed by the State. The same method, that of opinion, was made use of by each of the appraisers, with the result that in St. Paul the estimates of value were 272 per cent apart and in Minneapolis 182 per cent apart. Considering that the value of the terminal lands ran into millions of dollars, it becomes apparent that with no foundation other than that of individual opinion, so widely at variance one with the other, there must necessarily be more or less embarrassment in reaching a conclusion as to which estimate was reflective of values in the sense of substantial truth.

The true value and the right of way value of lands returned in the reports of the railroad companies for the present appraisal of their properties is based largely upon opinion. In the cities of St. Paul, Minneapolis and Duluth, commissioners were selected by the railroad companies to return jointly for the several companies their estimates of the value of the terminal lands. In personnel, these commissioners were composed of men of high standing in the real estate business and substantial citizens in their respective communities, therefore, the defense of the results of my own inquiries which vary widely from the estimates of these gentlemen, is upon the methods employed and not the men.

If the problem in hand contemplated the actual taking over of these properties, there might possibly be no alternative but to adhere to the principle that value depends upon its power to satisfy human want, in which event no economic principle can prevail that is apart from man's estimate of the want satisfying power. We are not, however, confronted by the conditions which such a procedure would impose, but it is sought to determine what it would cost to reproduce these terminal properties in the possession of its present owners as measured by the value of contiguous and surrounding property, primarily without reference to present use, its indispensability for the purposes of transportation, or to strategy of location which, when pre-supposed, must tend to confuse the judgment as between reproduction cost as land and what its value may be regarded because it is utilized for a particular purpose.

Cost of reproduction and value as a utility, have no necessary or logical relation and the fact that the terminal lands or the properties in part or in whole are not actually to be reproduced, or the fact that it might not be possible at all to reproduce them or their equivalents, probably renders their present possession invaluable not only to the owners but to the communities dependent upon the facilities afforded for industrial activity and commercial supremacy. It is not clear, however, that these elements, which can very conveniently be made the basis for extremely high figures of value, should either merit support or find justification in an estimate purporting to represent reproduction cost.

As a further evidence of the inequalities which spring from individual opinion of the value of lands for railway purposes, comparisons in the reports of the railroad companies in this appraisal do not antagonize the facts referred to in the Steenerson case. The inconsistencies are not infrequent; sometimes the values are not high enough, more often they are too high. One or two examples here will be sufficient to indicate clearly the extremes to which differences exist and serve to show the confusion which would result to anyone called upon to analyze these opinions and reach a conclusion satisfying to the premises upon which it is believed a valuation of railways should be founded.

The station of Fridley, in Anoka county, situated on the Northern Pacific and Great Northern Railroads, about 10 miles north of Minneapolis, is not incorporated, it has no business houses and is distinctly an agricultural district. The right of way of the Northern Pacific and Great Northern Companies adjoin and are parallel; the main tracks are about 16 feet apart and a small shed used jointly as a depot serves the patrons of the roads.

In estimating the cost of reproducing its right of way within the station limits, the Northern Pacific Company made no distinction as between the value of its right of way in the immediate vicinity of Fridley and that situated within several miles north and south of the station, because no local conditions prevailed which justified a right of way value higher than that applicable to occupancy through the agricultural region adjoining.

The Great Northern Company in the preparation of its estimate, entertained a different opinion as to the value attaching to its right of way at Fridley, and for a class of property which the Northern Pacific Company estimated the cost of reproduction at six hun-

dred dollars (\$600) per acre the Great Northern Company estimated at three thousand dollars (\$3,000) per acre.

In the cities where the value of terminal property is the work of the special commission appointed by the railroad companies to which reference has been made, I desire to call your attention to the facts and to the value placed on the terminal property of the Chicago-Rock Island & Pacific Railway Company in the city of St. Paul.

In acquiring the necessary property for its entrance into St. Paul in 1901-2, the Burlington, Cedar Rapids & Northern Railway Company, now the Chicago, Rock Island & Pacific Railway Company, purchased a total of 45.55 acres for \$137,298.55.

The estimated cost of reproducing this property today as determined from the sales method using the established multiple for St. Paul of one and three-fourths ($1\frac{3}{4}$) is \$255,198.97. The commissioners appointed by the railway companies placed a value on this same property amounting to \$978,262.69.

It is not deemed necessary or expedient at this time to discuss the testimony of the commissioners who made this valuation which was subsequently given before the Master of the Federal Court in the case of David C. Shepard vs. Northern Pacific Railway Company et al. It is perhaps sufficient to state here that the amount determined upon, under my direction, as representing reproduction cost, did not, from the character of the testimony offered, seem to require reconsideration with a view to increasing or in any wise modifying the figures arrived at from our own inquiries.

Were it not for the fact that the methods employed under my direction and those made use of by the railway companies in the determination of right of way and terminal values are distinctively different and lead to results widely apart, it would not be necessary to enter upon its discussion in such detail, but having given it much consideration I am not disinclined to set forth and support the principles upon which it is founded, because I believe their application is reflective of truths in a more demonstrable way and with more apparent justification of confidence, than any other which can be devised for the solution of so difficult a problem as that of right of way and terminal values.

It was not to be expected that the results of the work undertaken under my direction would correspond in all respects with the estimates returned by the railway companies, and it is not within my province at this time to discuss the reasons, impugn the motives, or

question the influences, which in some instances disclose remarkable differences as between the estimates of the railway companies themselves and which it is difficult to reconcile by comparison, either from research or from a personal knowledge of the conditions affecting each.

The estimates prepared under my direction and the returns made by the railway companies, in some instances approximate very closely and in other instances disclose very wide variations in the comparative estimates of cost, and by far the largest single factor responsible for this difference relates to the lands for right of way and terminals.

The detail maps of the cities of St. Paul, Minneapolis and Duluth showing the railway terminals and the subdivisions of property used in the estimation of terminal values, together with compiled data relating thereto, also the especially prepared maps of the counties of the state showing the transfers of property adjacent to each line of railway, are made a part of this report as appendices "E," "F," "G" and "H."

EXAMINATION OF PHYSICAL PROPERTIES

Arrangements having been perfected with the railway companies to provide a special train consisting of an engine and business car, for which service the State paid the actual running cost, in wages of employes, fuel and supplies, the detailed inspection of the physical properties was begun in the early part of May, 1907, and continued almost without interruption until the middle of December, enabling the completion of this feature of the work, excepting the range roads which were examined in the early part of 1908. Accompanied by two assistant engineers, to whom certain details of the work were assigned, and by one or more members of your Commission and also by such general and divisional officers of the companies as would enable the convenient and immediate acquirement of data in respect to the many matters which were to be made the subject of inquiry, the examination was proceeded with in the following manner:

The detailed reports of the railway companies having been compiled on the forms prepared for that purpose, were in such systematic order by subjects as enabled the ready checking of the various items enumerated. The profiles were continually made use of to determine their accuracy as related to the conditions on the ground and notations made thereon, as to any special or unusual character-

istics of construction, also as to whether earth, sand, gravel, loose or solid rock cuttings, which would later serve as a guide in the classification of material in making the computations and estimates of quantities in the office. In addition to this, copious notes were made of all information obtained from the inspection and from the information vouchsafed by the accompanying officers of the railway companies.

The train was moved at a low rate of speed so that observation could be had of the character and standards of construction and maintenance. Stops were made every mile in places, but usually every two miles and sometimes every five miles, to enable measurements of the roadbed and ballast, to observe the brand, weight and age of the rails and fastenings, to ascertain the average number of ties per mile by test measurements and counts, in fact, to make a complete record of all of the physical elements at these given points.

Additional stops were frequently made at bridges and culverts for the purpose of measurement and inspection, and at all stations measurements of buildings were made, the inventories checked and notes made of any important changes.

The equipment reports were checked by the serial numbers of locomotives and cars, so that in the general conduct of the inspection work there was no feature of importance as affecting the estimates that did not come under personal observation, and the memoranda thus obtained was of great importance and assistance in making up the estimates of reproduction cost.

A day's work of 10 hours enabled on an average the inspection of about 100 miles of line not including the time spent at divisional terminals, which according to their extent required from one to three days' time to examine, and the terminals at St. Paul, Minneapolis and Duluth were given many days' consideration at intervals not interfering with the inspection of the lines for which special train service was required. Substantially, all of these large terminals have been gone over on foot and a very thorough and complete knowledge gained in respect to them.

The large maps of St. Paul and Minneapolis, prepared under the direction of your Commission on a scale of 100 feet to the inch, showing the terminals of each of the railway companies, have been extremely useful and helpful in studying the conditions which constitute such an important part in the estimates of value.

OFFICE WORK

The force employed in the office to compile the various data was under the immediate charge of Mr. D. F. Jurgensen, a civil engineer of experience and skill, whose care and thoroughness in the work is commended to you.

Each subdivision of the work under his charge was placed in the hands of competent engineers, varying in number, according to circumstances and the needs of the work, from eight to twenty-six engineers and assistants.

In this way consideration was given to several subjects simultaneously, such as the estimation of right of way and terminal values, the computation of quantities from the profiles and notes, the determination of the amounts of rail of different weights. Each subject was analyzed in detail and the estimates compiled from the established tables of cost data.

The units of cost, which are vital to the work, are the result of much research. The units of cost used by the railway companies in their reports were compiled in detail and furnished not only very instructive data, but very interesting in the range of prices put upon identical items upon which there should be no very material differences.

For example:

The price of steel rails varied from \$20 to \$31.50 per ton f. o. b. St. Paul or Duluth.

Bridge steel of the same class ranged from $2\frac{1}{2}c$ to $4\frac{1}{2}c$ per pound.

Locomotives of the same type and weight varied from $6\frac{3}{4}c$ to $12\frac{3}{4}c$ per pound.

Engineering, superintendence and legal expenses, between $1\frac{1}{2}\%$ and 15%.

Contingencies, between 5% and 50%.

Interest during construction, between 1% and 12%.

It became a difficult, in fact, an impossible task to attempt to reconcile some of these differences, but from the extensive data made available it was possible to reach conclusions and establish units of cost that it is believed are fairly representative. Further reference will presently be made to some of these, also the reasons for their adoption.

Regarding other items entering into the estimates, it was wholly impracticable to use unit constants and in respect to these each property was considered separately. Several important subjects in this class may be mentioned as, the cost of grading, which varies with the character of the work, ranging on different sections of the same line and for different lines, between 17 cents and 36 cents per cubic

yard for earthwork; solid rock between \$1.00 and \$1.50 per cubic yard according to its character which in some localities is ordinary lime rock, while in other localities a very hard basaltic rock is encountered; the cost of clearing and grubbing in heavily timbered regions cannot be made the basis for that class of work in the sparsely timbered sections of the state.

From the fact that the State of Minnesota, with a range of more than 400 miles in latitude and about 350 miles in longitude, presents a variety of climate, soil, topographical conditions and products, it is obvious that some of the items entering into the physical properties of its railways are only susceptible of treatment according to individual conditions, and any attempt to unify them as applicable to all of the lines would in no sense reflect the facts, either separately for each railway or collectively for the railroads as a whole.

For these reasons, which were made very apparent from the examination of the properties, efforts were primarily directed to give to each railway, and to different sections of the same railway, such individual consideration to the elements of cost, as geographical position, topographical environments and the diverse conditions incident to construction, appeared to justify.

ADAPTATION AND SOLIDIFICATION OF ROADBED

Adaptation and solidification of roadbed, was considered separately by but one railway company making an estimate. In most instances, however, the prices employed by the railway companies are regarded as sufficiently high in themselves to give recognition to this element of cost.

In the preparation of estimates of the cost of constructing railroads, engineers may very well differ in the distribution of the expenses. This was manifestly true of the estimates of the cost of reproducing the railroads of Minnesota as submitted by the several railway companies.

It appears to be a well established fact that in constructing a railroad the engineer is seldom, if ever, permitted to fully complete his work before the actual operation of the line is undertaken. The investment in the project is large and it is important to start an income account just as soon as the construction work has advanced sufficiently to permit it; therefore, upon the opening of a new line for the purposes of transportation it cannot be assumed that with the inauguration of service the property represents a finished product.

The newly made excavations wash and slip, the ditches fill from the action of the elements, the embankments settle and the track superstructure is in almost constant need of attention; resurfacing, lining and dressing of ballasted and unballasted track is necessary, waterways become clogged up, bridges settle or go out of line, station grounds are to be improved and finished, scattered and unused material must be picked up and stored, in fact, all the loose ends which are the immediate sequence of construction must be gathered in and the property brought to an orderly condition.

These items cannot be regarded as contingencies, because they are not unforeseen, but on the contrary they are expected and encountered in the development of every railway and should, therefore, be recognized as a part of the expense attributable to reproducing the equivalent of an established line, possible of accomplishment only in proper order and due course of time.

Adaptation in its application to the problem of reproduction cost is the adjustment of the physical line to its environments and purposes. Solidification of roadbed is its settlement to a stable condition. The terms are closely related to each other yet neither in itself gives adequate expression to, or clearly defines the meaning and scope of the application.

Cost of reproduction, as given interpretation in this appraisal, has been taken to imply that the property to be reproduced must be considered in the light of its perfectness, of its stability and its fitness as a working tool.

If, in preparing such an estimate, fair units of cost are applied to the elements entering into the construction of the line up to the time it becomes available for use, it is apparent that the already established line has, in addition thereto, the expenditures of seasoning, which it is impossible to incorporate in the accounts of any newly constructed railroad. Bearing in mind that equivalent conditions are sought, possible only in the progress of time, it seemed desirable to consider this element of cost separately because it avoids disturbing normal construction costs and provides for the policing of the line until such time as, it may be reasonably regarded, the property is unaffected by the deficiencies attributable to newness.

Based upon personal experience and observation in the care of new and of old lines of railway, and from reliably acquired data, the item of adaptation and solidification of roadbed, as made a part of reproduction cost, has been treated as a labor account covering a period of years, the character of the construction, standard of

maintenance and the service conditions determining the distribution of the expense.

CONTINGENCIES

In preparing estimates for the construction of a projected line of railway, it is customary for engineers to add a percentage to the estimated cost to cover unforeseen conditions that develop in the execution of the work.

The preliminary field work and surveys upon which these estimates are based is usually hurriedly made; very little, if any, time is given to considering the character of the material to be encountered in the grading other than a very rough and necessarily uncertain classification of it, or of the character and extent of the water courses and drainage areas, and except for the very important bridges, little information is at command as to the requirements for foundations, etc., so that with these and other factors representing an indeterminable element of cost, there is every justification for a contingent item both in theory and in practice.

Engineers differ as to the percentage to be added to estimates of cost. In many cases they are governed by their own experiences, but the usual amount added for projected lines is ten (10) per cent of the estimated cost. This amount is sometimes ample and in other instances it has proved not nearly sufficient to cover the contingencies met with in the construction of the line.

The estimates I have prepared of the railroads of Minnesota are not for projected lines of railway, but for the reproduction of existing railways, in which many of the contingencies met with in the original construction and in the development of the properties during the past thirty years, have been made known to me by officers of the respective companies associated with the construction and development of the properties.

From the careful examination made of the lines and from a study of the original construction profiles, I was enabled to observe the truthfulness of the representations made to me of difficulties encountered and expenditures made in constructing and perfecting the lines, and it was possible to include under their proper headings many things which otherwise would have been unknown and consequently disregarded in the estimate of reproduction cost.

The character of the material encountered in the grading is exposed to inspection on all parts of the lines; the extent and character of the water courses and of the drainage areas are known, the

bridges, trestles and culverts are established to fit these conditions, and the character, quality and quantity of the construction is known from the records of the company and from the examination and computations made of them.

Considering the detail with which the estimates have been prepared and the inclusion in them of many items of a contingent nature, it does not appear justifiable to consider an estimate of the cost of reproducing a railway, as synonymous with an estimate for constructing a projected line. The essential difference rests in the fact that in reproduction cost the estimate is prepared in the light of known conditions, whereas for a projected line the contingencies are wholly unknown. These facts have been instrumental in reaching a determination that 5 per cent for contingencies is fair under the circumstances attaching to the work of this appraisal.

INTEREST DURING CONSTRUCTION

It is not presumed to discuss the forces and influences, normal or artificial, affecting the financial features of railway construction. Reasonable effort has been put forth to ascertain such facts in respect to interest rates in actual transactions as would enable an application to the inquiry in hand.

It is fully recognized in fact that the floating of securities for the building of railroads covers an almost unlimited range of conditions and, for an hypothetical problem, there is probably no unequivocal proof in support of any one given basis of computation, which fundamentally in its practical workings requires those solid evidences of good faith and sincerity as enable agreement in respect to the terms of exchange.

Such data as appeared to reflect the normal condition of the money market, aided by the consensus of opinion as expressed in the reports of the railway companies, seemed to justify four per cent (4%) per annum as a fair rate of interest to apply to the estimated cost of reproduction.

If, during the period of prosperity prevailing up to the date of this report, a railway property possessed so little intrinsic merit as to be unable to command normal rates of interest, it may very properly raise the question, for the present at least, of its expediency as a utility; however, it must also be considered that in the history of railway construction, the acknowledged pioneer and forerunner of development, expediency from the standpoint of investment has seldom proved the immediate reciprocal of enterprise. This is amply

attested by the bones of many fortunes underlying railway construction, the very foundation upon which the properties have subsequently vindicated the wisdom of a foresight and energy so keen and so far in advance of the times that the credit ultimately bestowed or the benefits earned, fell neither to the originators nor to their descendants.

The rate of interest as established is applied to the total estimated cost of reproduction assuming that the necessary funds would be fully employed one-half of the estimated time required to build the respective lines, which, according to their mileage, varied from one to eight years.

ORIGINAL CONSTRUCTION COST

The desire of your commission to give consideration to the original construction cost of the railways of Minnesota and of the amount of money expended in improvements and betterments led to inquiry concerning the extent to which these records are available.

From the investigations made it was found that the original records of cost pertaining to several of the small and recently constructed lines are available, also the records are fairly complete in respect to some of the branch lines of the large systems, but, for the older and more important railways, representing the greater part of the mileage of the state, the data for some of them is not available at all and for others it is so incomplete as to render its development for practical use an impossibility.

Railway construction which began in Minnesota prior to 1862 was not differently conducted than railway development elsewhere. The incorporation of railway companies was far in excess of the number of projects undertaken and of the many individual enterprises actually started none of importance were completed by the original promoters.

Under the stimulating effect of aid in the form of State bonds and lands, the short, detached and independent lines originally built, many of which were crude in construction and indefinite of purpose, were but the embryos, destined to be assembled into larger and more comprehensive systems of railways. The present systems of roads in Minnesota are but the outcome of a series of constructions, consolidations, purchases, mergers and unions of railways under various corporate names covering a long series of years.

By whatever process the identity of one was lost in another, it is reasonably definite that it has almost invariably been accomplished

through the transfer of some part of the securities that bore no fixed relation to the original investment, sometimes more and sometimes less than the money actually expended, depending upon a variety of conditions that cover the whole range of financial transactions, except that cash considerations have seldom if ever been the terms incident to a change in railway ownership.

While no attempt can be made here to depict the opposition, the conflict for mastery, or the constant onset of aggression which has accompanied the strife for commanding position and which has borne down and uplifted through many regimes of ownership and management the smaller beginnings of the railway industry, the reference made may help to disclose some of the reasons why original records were lost or destroyed. In some instances they were never in the possession of the companies but were known only to the contractors, because original construction costs were and now are frequently paid for in the securities of the companies. What the face value of the securities represented, might not and more often did not bear any direct relation to the actual cash cost of the work.

The economic problems destined to seek enlightenment in an analysis of original construction costs, was not a perception contemporary with the early development of railways, but if the data could be made available it is not impossible to conceive of the difficult and perplexing questions arising under a great variety of accounting methods, in which the charges to betterments and improvements and to operation and maintenance bear no semblance of uniformity, and during which period of time the vitalizing influences of invention have been so revolutionary, as to render some features of railway management largely an administrative experiment.

PRESENT VALUE OF PHYSICAL PROPERTIES

The plan of procedure for this appraisal, as outlined in the letter of instruction and embodied in full elsewhere in this report, contemplated that the railway companies would, in addition to the estimates of the cost of reproduction, prepare data and estimates of the present value of the physical properties involving such modification of the figures of reproduction costs new, as might reasonably be attributed to the action of the elements and to wear and tear by time and use.

With few exceptions this data was omitted in the reports submitted by the railway companies and while no specific reasons were assigned for the omission of it, sufficient data and information is at

hand to indicate that unanimity among the railway officials, as to the elements proper to be considered in making up an estimate of the present value of physical properties, did not exist.

It is not unlikely that the divergence of views, which, from the standpoint of the railway companies and as a matter of record, might prove inexpedient in any application ultimately made of the data, was in some instances perhaps more responsible for its lack of inclusion than the alleged impracticability claimed in other instances.

The opinion is entertained by some that there is no depreciation in the physical properties of a railway, but that as a working tool, its efficiency as maintained, is at all times the equivalent of the new and that a specific facility is in some instances worth less than its reproduction cost, only because in the progress of time and development it has become inadequate for the purposes required of it; and again it is expressed that an old road through thorough maintenance and for other numerous and good reasons, is more serviceable and valuable than a new road.

It is entirely tenable that the value of an economically constructed, judiciously financed and efficiently managed railway property, or the contra thereof, is not measured by its cost, and, for the instant, it seems necessary to recur to the elementary that cost and value are not synonymous and that the determination of the present value of the physical properties, using reproduction cost as a basis, bears no relation to value in the sense of utility, or as an investment.

In view of the principles laid down in Michigan and Wisconsin in respect to the determination of the present value of the physical properties of railways, some of which were established conjointly by the authorities of those States and the representatives of the railways, leads to the opinion that were the application of "value as a utility," "value as an investment," or even "cost of reproduction" to be made the basis for taxing railway property in Minnesota, it is not improbable that further evidence would be at command more nearly in harmony with the theories advanced and the methods employed, in the estimation of the present value of the physical properties as prepared and herewith submitted for your consideration.

While it would have been helpful and useful, had the railway companies incorporated the data in their estimates, its omission has led to no embarrassment in the prosecution of the work, as the very thorough examination made of the physical properties of the rail-

ways of the State assured the data necessary to reach a determination.

In measuring the present value of the physical properties of railways, it is recognized that in many respects it is difficult to administer by other than arbitrary bases of computation which, in the light of such known facts concerning service conditions, standards of maintenance and the action of the elements, appear to be reasonable and fair.

A brief analysis of the interpretation placed upon present value and the manner in which the work was carried out in this appraisal, would be more useful here than to enter upon a discussion of the details of the computations.

It is understood and admitted that lands generally appreciate in value. There are some exceptions to this rule, such as the recession in the value of certain property in growing cities which is sometimes quite marked; the cutting of timber on lands not susceptible of agricultural or other development, or, the working out of an industry which during its period of activity created temporary communities, a condition particularly true of the mining and lumbering industries; these are local, however, and do not measurably affect the upward trend in the value of property when viewed from a more comprehensive standpoint, and which a retrospect of the material progress and development of the State discloses.

Recognition has been given in this appraisal to the fact that an old roadbed is worth more than a new one. Ballast, while it may show superficial loss of volume by settling into the roadbed, nevertheless, performs at all times the indispensable function of supporting the track superstructure to the full measure of its cost. The elements of cost represented in labor and administration are not subject to change such as the expenditure for grading, clearing and grubbing, track laying and surfacing, engineering, superintendence, legal expenses, etc.

All of the other elements entering into the physical properties depreciate either by the action of the elements or from wear and tear by use. Ties rot rather than wear out; rails wear rather than rust out, and cars both wear and rot. An analysis of the elements which may be regarded as susceptible of depreciation shows, broadly speaking and measured in dollars and cents, about an equal division in the charges attributable to the elements and those due to wear and tear by use.

By reference to the estimates of the cost of reproduction which

also show the present value of the physical properties, the items against which depreciation has been charged are made apparent from a comparison of the figures. The details and formulae upon which the present value of the physical properties have been marked out, are included in the appendices transmitted with this report.

CONCLUSION

The tables accompanying this report, are sufficiently in detail to enable much more elaborate comparisons than have been attempted, and which can be worked out according to such needs as may develop. Each operating property has been considered separately and no attempt has been made to show the equities which different companies own in switching properties, or of leaseholds and trackage or running rights; it being desired at this time to simply provide the measure of physical values from which these matters may be determined, according to the proportional ownership among the proprietary companies, and from such terms of leasehold, trackage rights, etc. as the existing contracts may disclose.

In the future it should not again be necessary to make such an expensive investigation as has been primarily needed to prepare this valuation of the physical properties of the railways of Minnesota. At comparatively small annual expense, it can be kept in harmony with the conditions as affected by changes in the physical characteristics, and the prevailing prices of labor and material entering into their construction.

Respectfully submitted,

DWIGHT C. MORGAN,

Engineer.

MINNESOTA RAILROAD APPRAISAL

June 30, 1907

ESTIMATE "A"

ESTIMATE "A".**Minnesota Railroad Appraisal as of June 30, 1907.****CONTENTS OF STATISTICAL TABLES.****Including Multiples on Lands For Right Of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.**

- I. Mileage statement.
- II. Final summary, all roads taken into account in the Appraisal.
- III. Cost of reproduction of the physical properties of the carrying railroads.
- IV. Cost of reproduction of the physical properties of the switching railroads.
- V. Present value of the physical properties of the carrying railroads.
- VI. Present value of the physical properties of the switching railroads.
- VII. Statement of total acreage and total cost of reproduction of lands for right of way, yards and terminals.
- VIII. Statement of acreage and cost of reproduction per mile.
- IX. Reproduction cost of carrying roads, inclusive and exclusive of terminal lands in St. Paul, Minneapolis and Duluth.
- X. Reproduction cost of carrying roads owning no terminal lands in St. Paul, Minneapolis or Duluth.
- XI. Cost of reproduction of terminal lands in the cities of St. Paul, Minneapolis and Duluth.
- XII. Locomotives for Minnesota.
- XIII. Passenger train equipment for Minnesota.
- XIV. Freight train equipment for Minnesota.
- XV. Miscellaneous equipment for Minnesota.
- XVI. Cost of reproducing passenger, freight and miscellaneous, equipment as listed by Interstate railroads and applied to Minnesota on the basis of relative car mileage.
- XVII. All equipment for Minnesota, and cost of reproduction per mile.
- XVIII. Grading, Clearing and Grubbing.
- XIX. Statement showing the estimated cost of reproducing the lands used for Right of Way, Yards and Terminals, separately for each railroad, and the average ratio to true value.

ESTIMATE "A"—TABLE I.

Minnesota Railroad Appraisal as of June 30, 1907.

STATEMENT OF MILEAGE FOR THE DIFFERENT RAILROADS TAKEN INTO ACCOUNT IN THE APPRAISAL.

Key No.	Name of Railroad	Mileage in Minnesota			
		Roadway	Main Tracks	Side Tracks	All Tracks
2	Chicago Burlington & Quincy R. R....	23.460	23.620	27.280	50.900
3	Chicago, Great Western Ry.....	117.590	122.040	69.771	191.811
4	Chicago, Milwaukee & St. Paul Ry....	1,201.980	1,239.799	263.470	1,503.269
5	Chicago & Northwestern Ry.....	651.277	651.277	139.453	790.730
6	Chicago, Rock Island & Pacific Ry....	236.210	236.210	32.896	269.106
7	Chicago, St. Paul, Mpls. & Omaha Ry..	431.120	461.070	201.554	662.624
8	Duluth & Iron Range R. R.....	240.831	314.567	95.480	410.047
9	Duluth, Mis. & Northern Ry.....	142.120	217.363	143.521	360.884
10	Duluth & North Eastern R. R.....	63.500	63.500	7.000	70.500
11	Duluth & Northern Minnesota Ry....	35.000	35.000	26.800	61.800
12	Duluth Union Depot & Transfer.....	0.398	0.000	2.831	2.831
13	Great Northern Ry.....	2,049.933	2,135.653	560.746	2,696.399
14	Mason City & Ft. Dodge R. R.....	27.300	27.300	4.780	32.080
15	Minnesota Transfer.....	12.500	12.500	57.800	69.800
16	Minnesota & International Ry.....	174.470	174.470	41.020	215.490
17	Minneapolis Eastern Ry.....	0.947	0.000	4.730	4.730
20	Mpls., St. Paul & S. Ste. Marie Ry....	539.573	539.573	103.623	643.196
21	Minneapolis & St. Louis R. R.....	378.460	387.490	104.717	492.207
22	Minneapolis Union Ry.....	2.630	5.260	5.400	10.660
23	Minneapolis Western Ry.....	1.690	1.690	5.200	6.890
24	Northern Pacific Ry.....	967.085	1,077.205	446.151	1,523.356
25	St. Paul Union Depot.....	0.560	0.000	8.760	8.760
26	Wisconsin Central Ry.....	23.600	23.600	17.480	41.080
27	Wisconsin, Minnesota & Pacific Ry...	244.030	244.485	37.655	282.140
28	Illinois Central R. R.....	30.170	30.170	6.340	36.510
	Totals.....	7,596.434	8,023.842	2,413.958	10,437.800

ESTIMATE "A"—TABLE II.

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Names of Railroads.

C. B. & Q. R. R.	D. & I. R. R.	M. C. & F. D. R. R.	M. U. Ry.
C. G. W. Ry.	D. M. & N. Ry.	M. Tfr. Ry.	M. W. Ry.
C. M. & St. P. Ry.	D. & N. E. R. R.	M. & I. Ry.	N. P. Ry.
C. & N. W. Ry.	D. & N. M. Ry.	M. E. Ry.	St. P. U. D. Ry.
C. R. I. & P. Ry.	D. U. D. & Tfr.	M. St. P. & S. S. M. Ry.	W. C. Ry.
C. St. P. M. & O. Ry.	G. N. Ry.	M. & St. L. R. R.	W. M. & P. Ry.
I. C. R. R.			

1st main track.....	7,596.434 miles
Other main tracks.....	427.408 miles
Side tracks.....	2,413.958 miles
All tracks.....	10,437.800 miles

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject	Cost of Reproduction New	Present Value
1	Land for right of way, yards and terminals.....	\$73,201,757.70	73,201,757.70
2	Grading, clearing and grubbing.....	56,006,782.11	56,006,782.11
3	Protection work, rip rap, retaining walls.....	2,419,292.42	2,419,292.42
4	Tunnels.....	253,250.00	215,262.50
5	Cross ties and switch ties.....	17,491,500.06	9,627,539.85
6	Ballast.....	9,413,351.34	9,413,351.34
7	Rails.....	33,010,087.72	25,199,668.20
8	Track fastenings.....	5,936,740.60	4,543,054.70
9	Switches, frogs and railroad crossings.....	1,389,363.52	962,741.45
10	Track laying and surfacing.....	5,340,689.05	5,340,689.05
11	Bridges, trestles and culverts.....	19,567,524.80	14,518,834.30
12	Track and bridge tools.....	201,918.21	151,438.71
13	Fences, cattle guards and signs.....	2,768,394.93	1,403,082.54
14	Stock yards and appurtenances.....	559,896.21	349,759.71
15	Water stations.....	1,606,164.62	1,144,535.43
16	Coal stations.....	717,519.88	507,703.49
17	Station buildings and fixtures.....	5,855,258.56	4,097,249.08
18	Miscellaneous buildings.....	4,344,684.37	3,403,171.52
19	Steam and electric power plants, gas plants.....	797,484.52	656,069.99
20	General repair shops.....	4,123,119.91	2,959,019.07
21	Shop machinery and tools.....	1,831,671.22	1,484,756.11
22	Engine houses, turntables and cinder pits.....	2,837,988.58	1,874,436.40
23	Track scales.....	184,130.00	129,474.45
24	Docks and wharves (incl. coal and ore docks).....	6,065,496.69	5,392,980.85
25	Interlocking plants.....	403,071.57	293,197.56
26	Signal apparatus.....	155,766.71	126,217.89
27	Telegraph lines and appurtenances.....	1,316,048.16	994,227.19
28	Telephone lines and appurtenances.....	94,526.17	70,926.17
29	Adaptation and solidification of roadbed.....	11,743,007.15	11,743,007.15
	Total of items 1 to 29 inclusive.....	\$269,636,486.78	\$238,230,206.93
30	Engineering, superintendence, legal expenses, 4½%.....	12,133,641.89	12,133,641.89
	Total of items 1 to 30 inclusive.....	\$281,770,128.67	\$250,363,848.82
31	Locomotives.....	17,090,953.40	12,608,422.67
32	Passenger equipment.....	6,616,170.78	4,554,442.63
33	Freight car equipment.....	46,911,106.58	34,068,095.26
34	Miscellaneous equipment.....	1,326,666.16	876,057.17
35	Marine equipment.....	43,500.00	32,625.00
	Total of items 1 to 35 inclusive.....	\$353,758,525.59	\$302,503,491.55
36	*Freight on construction material.....	3,635,535.03	3,635,535.03
	Total of items 1 to 36 inclusive.....	\$357,394,060.62	\$306,139,026.58
37	Contingencies, 5% on total of items 1 to 36.....	17,869,703.02	17,869,703.02
38	Stores and supplies in Minnesota.....	5,210,010.98	5,210,010.98
	Interest during construction.....	31,261,419.93	31,261,419.93
	Grand totals.....	\$411,735,194.55	\$360,480,160.51

*For cross ties, rails, track fastenings, switches and frogs.

By DWIGHT C. MORGAN,
Engineer Railroad and Warehouse Commission.

June 30, 1907.

ESTIMATE "A" - TABLE III
Minnesota Railroad Appraisal as of June 30, 1907.

Cost of Reproduction of the Physical Properties of the Carrying Railroads.
Including multiples on, Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Cost of Repro. of Physical Properties as of June 30, 1907	Distribution of Cost of Reproduction for mileage in Minnesota					
			Main Line Roadway		All Main Tracks		All Tracks	
			Miles in Minn.	Cost	Miles in Minn.	Cost	Miles in Minn.	Cost
2	B. & Q. R. R.	\$2,726,669.87	23.460	\$116,226.34	23.620	\$115,439.03	50.900	\$53,569.15
3	C. G. W. Ry.	7,769,914.25	117.590	66,076.32	122.040	63,666.94	191.811	40,508.18
4	C. M. & St. P. Ry.	54,591,393.27	1,201.980	45,417.88	1,239.799	44,032.45	1,503.269	36,315.12
5	C. & N. W. Ry.	21,214,978.00	651.277	32,574.44	651.277	32,574.44	790.730	26,829.61
6	C. R. I. & P. Ry.	8,716,215.62	236.210	36,900.28	236.210	36,900.28	269.106	32,389.52
7	C. St. P. M. & O. Ry.	26,778,560.07	431.120	62,113.94	461.070	58,079.17	662.624	40,412.88
8	D. & I. R. R.	20,564,561.81	240.831	85,389.96	314.567	65,374.16	410.047	50,151.69
9	D. M. & N. Ry.	23,087,671.84	142.120	162,451.95	217.363	106,217.12	360.884	63,975.33
10	D. & N. E. R.	859,865.21	63.500	13,541.18	63.500	12,196.66	70.500	12,196.66
11	D. & N. M. Ry.	880,008.25	35.000	25,143.09	35.000	25,143.09	61.800	14,239.61
12	D. G. N. Ry.	107,074,102.18	2,049.933	52,232.97	2,135.653	50,136.47	2,696.399	39,710.03
13	M. & C. F. D. R. R.	772,072.34	27.300	22,281.04	27.300	22,281.04	32.080	24,067.09
14	M. & C. I. Ry.	3,966,308.93	174.470	22,733.47	174.470	22,733.47	215.490	18,406.00
16	M. St. P. & S. M. Ry.	21,990,682.48	539.573	40,755.71	539.573	40,755.71	643.196	34,189.71
20	M. & St. L. R. R.	16,622,244.95	378.460	43,920.75	387.490	42,897.22	492.207	33,770.84
21	M. N. P. Ry.	69,397,954.87	967.085	71,759.93	1,077.205	64,424.09	1,523.356	45,555.97
24	W. C. Ry.	2,780,323.47	23.600	117,810.32	23.600	117,810.32	41.080	67,680.71
26	W. M. & P. Ry.	6,561,651.88	244.030	26,888.71	244.485	26,838.66	282.140	23,256.72
27	I. C. R. R.	944,301.52	30.170	31,299.35	30.170	31,299.35	36.510	25,864.19
28	Totals	\$397,299,470.81	7,577.709	\$52,430.02	8,004.392	\$49,635.18	10,334.129	\$38,445.38
	Average cost per mile							

ESTIMATE "A"—TABLE IV.

Minnesota Railroad Appraisal as of June 30, 1907.

Cost of Reproduction of the Physical Properties of the Switching Railroads Including Multiples on Lands for Right of Way, Yards & Terminals, Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Cost of Reproduction of Physical Properties as of June 30, 1907	Distribution of Cost of Repro. for Mil. in Minn.			
			Main Line Roadway		All Tracks	
			Mil. in Minn.	Cost	Mil. in Minn.	Cost
12	D. U. D. & Tfr. Co....	\$910,697.59	0.398	\$2,288,184.89	2.831	\$321,687.60
15	M. Tfr. Ry.....	2,873,283.42	12.500	229,862.67	69.800	41,164.52
17	M. E. Ry.....	897,460.10	0.947	947,687.54	4.730	189,737.86
22	M. U. Ry.....	4,321,249.64	2.630	1,643,060.70	10.660	405,370.51
23	M. W. Ry.....	1,078,831.33	1.690	638,361.73	6.890	158,579.29
25	St. P. U. D. Co.....	4,354,201.66	0.560	7,775,360.11	8.760	497,054.98
6	Totals.....	14,435,723.74	18.725	.....	103.671	.....
	Average cost per mile.....	.....	.....	\$770,933.18	.....	139,245.53

ESTIMATE "A" - TABLE V
Minnesota Railroad Appraisal as of June 30, 1907.

Present Value of the Physical Properties of the Carrying Railroads.
Including multiple on, Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Present Value of Physical Properties as of June 30, 1907	Distribution of Present Value for mileage in Minnesota					
			Main Line Roadway		All Main Tracks		All Tracks	
			Miles in Minn.	Present Value	Miles in Minn.	Present Value	Miles in Minn.	Present Value
2	C. B. & Q. R. R.	\$2,405,988.10	23.460	\$102,557.03	23.620	\$101,862.32	50.900	\$47,268.92
3	C. G. W. Ry.	6,714,146.75	117.590	57,097.94	122.040	55,015.95	191.811	35,003.37
4	C. M. & St. P. Ry.	47,459,751.73	1,201.980	39,484.64	1,239.799	38,280.20	1,503.269	31,571.03
5	C. & N. W. Ry.	17,463,933.90	651.277	26,814.91	651.277	26,814.91	790.730	22,085.83
6	C. R. I. & P. Ry.	7,799,600.48	236.210	33,019.77	236.210	33,019.77	269.106	28,983.37
7	C. St. P. M. & O. Ry.	22,838,119.85	431.120	52,973.93	461.070	49,532.87	662.624	34,466.18
8	D. & L. R. R.	17,771,796.36	240.831	73,793.64	314.567	56,496.06	410.047	43,340.88
9	D. M. & N. Ry.	20,909,115.52	142.120	147,122.96	217.363	96,194.46	360.884	57,938.60
10	D. & N. E. R. R.	711,736.76	63.500	11,208.45	63.500	11,208.45	70.500	10,095.56
11	D. & N. M. Ry.	675,936.30	35.000	19,313.04	35.000	19,313.04	61.800	10,937.80
12	D. & N. Ry.	94,415,342.69	2,049.933	46,057.77	2,135.653	44,209.12	2,696.399	35,015.34
13	M. C. & F. D. R. R.	622,941.27	27.300	22,818.36	27.300	22,818.36	32.080	19,418.37
14	M. & I. Ry.	3,409,460.91	174.470	19,541.82	174.470	19,541.82	215.490	15,821.90
16	M. St. P. & S. M. Ry.	19,575,233.61	539.573	36,279.16	539.573	36,279.16	643.196	30,434.35
20	M. & St. L. R. R.	14,276,188.69	378.460	37,721.79	387.490	36,842.73	492.207	29,004.44
21	N. P. Ry.	61,099,563.40	967.085	63,179.10	1,077.205	56,720.46	1,523.356	40,108.53
24	W. M. & P. Ry.	2,435,906.36	23.600	104,063.83	23.600	104,063.83	41.080	59,783.50
26	W. M. & P. Ry.	5,645,688.59	244.030	23,135.22	244.485	23,092.17	282.140	29,010.54
27	I. C. R. R.	800,845.21	30.170	26,544.42	30.170	26,544.42	36.510	21,934.96
28	Totals	\$347,051,336.48	7,577.709	\$45,798.98	8,004.392	\$43,357.61	10,334.129	\$33,583.03
	Average per mile							

ESTIMATE "A" - TABLE VI

Minnesota Railroad Appraisal as of June 30, 1907.

Present Value of the Physical Properties of the Switching Railroads, Including multiples on Lands for Right of Way, Yards and Terminals, and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Present Value of Physical Properties as of June 30, 1907	Distribution of Present Val. for Mil. in Minn.			
			Main Line Roadway		All Tracks	
			Miles in Minn.	Value per Mile	Miles in Minn.	Value per Mile
12	D. U. D. & Tfr.....	\$817,540.66	0.398	\$2,054,122.26	2.831	288,781.58
15	M. T. Ry.....	2,591,545.91	12.500	207,323.67	69.800	37,128.16
17	M. E. Ry.....	847,488.06	0.947	894,918.75	4.730	179,172.95
22	M. U. Ry.....	4,021,728.29	2.630	1,529,174.25	10.660	377,272.82
23	M. W. Ry.....	966,209.93	1.690	571,721.85	6.890	140,233.66
25	St. P. U. D. Co.....	4,184,311.18	0.560	7,471,984.25	8.760	477,661.09
	Totals.....	\$13,428,824.03	18.725		103.671	
	Average value per mile.....			\$717,160.16		\$129,533.08

ESTIMATE "A"—TABLE VII.

Minnesota Railroad Appraisal of June 30, 1907.

Statement of Total Acreage and Total Cost of Reproduction of all Lands for Right of Way, Yards and Terminals, Including Multiples on Lands for Right of Way, Yards and Terminals.

Key No.	Name of Railroad	Right of Way		Station Grounds		Gravel Pits, etc.		Terminals		Totals	
		Acres	Repro. Cost	Acres	Repro. Cost	Acres	Repro. Cost	Acres	Repro. Cost	Acres	Repro. Cost
13	G. N. Ry.	27,179.520	\$2,141,433.06	5,839.070	\$2,734,976.92	1,736.460	\$83,759.33	734.360	\$8,958,650.01	35,489.410	\$13,918,819.32
4	C. M. & St. P. Ry.	13,875.090	1,725,274.73	1,851.400	1,147,886.92	251.170	24,112.32	462.396	8,666,316.22	16,440.056	11,563,590.19
24	C. N. P. Ry.	14,543.040	877,088.77	3,582.440	1,922,436.27	1,411.480	35,551.20	1,792.553	12,550,002.23	21,329.513	15,385,078.47
5	C. & N. W. Ry.	8,298.010	1,123,090.24	1,807.150	1,336,246.43	166.220	10,741.70	10,271.380	2,032,539.25	10,271.380	2,470,078.37
20	C. St. P. & S. M. Ry.	6,134.320	512,091.93	1,618.530	422,515.75	59.560	6,882.05	329.669	5,529,592.97	8,142.099	2,974,028.98
7	C. St. P. M. & O. Ry.	5,221.700	757,751.03	1,222.290	960,916.87	419.110	27,002.50	353.837	2,725,403.77	7,216.987	7,275,263.37
21	W. M. & P. Ry.	4,111.652	626,704.77	973.462	476,400.89	110.435	20,245.41	102.532	2,725,403.77	5,298.081	3,398,754.84
21	W. M. & P. Ry.	2,677.400	367,799.95	625.830	464,184.84	29.740	4,552.44	118.540	218,968.92	3,332.970	836,537.23
8	D. & L. R. Ry.	3,247.420	76,714.56	2,790.980	956,594.05	154.420	6,110.50	83.305	609,943.58	3,332.970	1,258,388.03
6	C. M. & I. Ry.	2,768.191	449,943.20	485.524	398,613.84	45.640	7,530.60	3,332.660	1,466,031.22	2,424.610	1,179,960.45
16	D. M. & I. Ry.	2,012.440	49,649.10	412.170	68,311.35	204.280	9,118.62	2,933.702	842,419.93	2,012.440	1,841,975.58
9	C. G. W. Ry.	1,951.490	59,098.53	472.970	212,298.86	93.820	13,125.60	1,322,393.44	1,322,393.44	2,012.440	18,000.00
3	C. G. W. Ry.	1,493.860	233,414.15	308.930	273,042.39	93.820	13,125.60	1,322,393.44	1,322,393.44	2,012.440	18,000.00
10	D. & N. M. Ry.	1,690.000	16,560.00	12.000	1,800.00	1,440.00	1,800.00	442.300	13,094.16	442.300	13,094.16
11	D. & N. M. Ry.	418.300	11,294.10	24.000	78,855.00	1,440.00	1,800.00	511.550	149,436.66	511.550	149,436.66
28	I. C. & F. D. R.	434.680	70,581.66	76.870	25,136.52	78,855.00	78,855.00	394.870	73,888.26	394.870	73,888.26
14	W. C. & Q. R. Ry.	340.780	48,751.74	54.090	11,099.00	25,136.52	25,136.52	409.240	1,127,785.85	409.240	1,127,785.85
26	C. B. & Q. R. Ry.	331.880	52,343.20	31.240	11,099.00	27.860	4,346.16	354.378	770,586.87	354.378	770,586.87
2	C. B. & Q. R. Ry.	161.820	25,253.50	45.890	70,204.48	27.860	4,346.16	646.410	919,791.06	646.410	919,791.06
15	M. T. Ry.	97.420	26,873.50	347.910	122,461.44	27.860	4,346.16	29.190	2,216,103.02	29.190	2,216,103.02
22	M. U. Ry.	.....	.....	.....	.....	.....	.....	118.748	670,783.03	118.748	670,783.03
23	M. U. Ry.	.....	.....	.....	.....	.....	.....	201.080	2,216,103.02	201.080	2,216,103.02
17	M. E. Ry.	.....	.....	.....	.....	.....	.....	29.190	521,324.85	29.190	521,324.85
25	St. P. U. D. Co.	.....	.....	.....	.....	.....	.....	7.200	593,834.89	7.200	593,834.89
12	D. U. D. & T. Co.	.....	.....	.....	.....	.....	.....	16.790	3,069,563.95	16.790	3,069,563.95
25	Totals	95,989.063	\$9,251,711.42	22,582.746	\$11,985,421.82	4,710.195	\$253,078.43	4,843.128	\$52,011,546.03	128,125.122	\$73,201,757.70

\$St. Paul, Minneapolis and Duluth.

ESTIMATE "A" - TABLE VIII.

Minnesota Railroad Appraisal of June 30, 1907

Statement of Acreage and Cost of Reproduction Per Mile, Including multiples on Lands for Right of Way, Yards and Terminals.

Key No.	Name of Railway	Mileage Main Line Roadway	Average Per Mile Main Line Roadway												Totals All Lands
			Right of Way		Station Grounds		Gravel Pits, etc.		Right of Way Station Grounds and Gravel Pits		Terminals-St. Paul Minneapolis and Duluth				
			Acres	Cost	Acres	Cost	Acres	Cost	Acres	Cost	Acres	Cost			
13	G. N. Ry.	2,049.933	13.259	\$1,044.64	2.848	\$1,334.18	0.847	\$40.85	16.954	\$2,419.67	0.358	\$4,370.22	17.312	\$6,789.89	
4	C. M. & St. P. Ry.	1,201.980	11.544	1,435.37	1.540	954.99	0.209	\$20.06	13.283	2,410.42	0.385	7,210.03	13.678	9,620.45	
24	N. F. Ry.	967.085	15.038	906.94	3.704	1,987.87	1.460	36.76	20.202	2,931.57	1.854	12,977.14	22.056	15,901.71	
5	N. W. Ry.	651.277	12.741	1,724.44	2.775	2,051.74	0.255	16.49	15.771	3,792.87	0.611	3,766.94	15.771	3,792.87	
20	M. St. P. & S. M. Ry.	539.573	11.369	949.07	3.000	783.06	0.119	12.45	14.478	4,049.58	0.911	3,766.94	16.090	5,511.82	
7	C. St. P. M. & O. Ry.	431.120	12.362	1,637.63	2.835	2,228.89	0.972	52.63	15.919	2,968.45	2.709	6,012.27	16.430	16,875.26	
21	M. & St. L. R. R.	378.460	10.864	1,655.94	2.572	1,258.79	0.292	18.63	13.728	2,968.45	0.492	909.22	13.658	8,980.49	
27	W. M. & P. Ry.	244.030	10.972	1,507.19	2.564	1,902.16	0.122	18.63	13.658	3,428.07	0.353	2,582.21	14.320	5,225.19	
8	D. & I. R. R.	240.831	13.484	3,185.54	11.589	3,972.06	0.641	25.37	25.714	4,315.97	0.492	909.22	13.658	8,980.49	
6	C. R. I. & P. Ry.	236.210	11.719	1,904.84	2.056	1,637.54	0.193	31.89	13.968	3,624.27	0.353	2,582.21	14.320	5,225.19	
16	M. & I. Ry.	174.470	11.535	284.57	2.362	391.54	0.138	64.16	18.497	676.11	0.353	2,582.21	14.320	5,225.19	
9	D. G. W. Ry.	142.120	13.731	415.84	3.328	1,493.80	1.438	64.16	18.497	1,973.80	2.146	3,953.73	20.643	5,927.53	
3	C. M. & St. P. Ry.	117.590	12.704	1,984.98	2.627	2,321.99	0.798	111.62	16.129	4,418.59	1.043	11,245.80	17.172	15,664.39	
10	D. & N. E. R. R.	63.500	10.866	260.78	0.189	22.68	0.055	12.637	12.637	283.46	0.055	12.637	12.637	283.46	
11	D. & N. M. Ry.	35.000	11.951	322.69	0.686	51.43	0.122	12.637	12.637	374.12	0.122	12.637	12.637	374.12	
28	I. C. & R. R.	30.170	14.408	2,339.46	2.548	2,613.69	1.438	16.956	16.956	4,953.15	1.955	45,098.31	17.341	47,787.54	
14	M. C. & F. D. R. R.	27.300	12.483	1,785.78	1.981	920.75	1.386	15.386	14.464	2,688.23	1.955	45,098.31	17.341	47,787.54	
26	W. C. Ry.	23.600	14.062	2,217.93	1.324	470.30	1.188	185.26	10.044	4,254.21	16.086	61,636.49	51.712	73,583.28	
2	C. B. & Q. R. R.	23.460	6.900	1,076.44	1.956	2,992.51	1.188	185.26	10.044	4,254.21	16.086	61,636.49	51.712	73,583.28	
15	M. T. Ry.	12.500	7.793	2,149.58	27.833	9,796.91	0.353	35.626	35.626	11,946.79	11.099	842,624.72	11.099	842,624.72	
22	M. U. Ry.	2.630	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	308,476.24
23	M. W. Ry.	1.690	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,231
17	M. E. Ry.	0.947	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	627,066.58
15	St. P. U. D. Co.	0.560	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,603
12	D. U. D. & T. Co.	0.398	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,481,364.20
Average.....		.....	12.636	\$1,217.90	2.973	\$1,538.28	0.920	\$33.32	16.229	\$2,789.50	0.638	\$6,846.84	16.866	\$9,636.33
Total.....		7,596.434	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ESTIMATE "A"—TABLE IX.

Minnesota Railroad Appraisal as of June 30, 1907.

Statement of Reproduction Cost of Carrying Roads, Owning Terminal Lands in St. Paul, Minneapolis or Duluth, Showing Reproduction Cost Inclusive and Exclusive of Terminal Lands in These Cities Including Multiples on Lands for Right of Way, Yards & Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Main Line Roadway Miles	Total Cost of Reproduction					Difference Per Mile Columns 2 and 4
			Col. No. 1	Col. No. 2	Col. No. 3	Col. No. 4		
			Inclusive of Terminal Lands		Exclusive of Terminal Lands			
			Total	Per Mile of Main Line Roadway	Total	Per Mile of Main Line Roadway		
2	C. B. & O. R. R.	23.460	\$2,726,669.87	\$116,226.34	\$2,055,886.84	\$87,633.71	\$28,592.63	
3	C. G. W. Ry.	117.590	7,769,914.25	66,076.32	6,437,520.81	54,830.52	11,245.80	
4	C. M. & St. P. Ry.	1,201.980	54,591,393.27	45,417.88	45,925,077.05	38,207.85	7,210.03	
6	C. R. I. & P. Ry.	236.210	8,716,215.62	36,900.28	8,106,272.04	34,318.07	2,582.21	
7	C. St. P. M. & O. Ry.	431.120	26,778,560.07	62,113.94	21,248,967.10	49,287.83	12,826.11	
8	D. & I. R. R.	240.831	20,564,551.81	85,389.96	20,345,582.88	84,480.74	909.22	
9	D. M. & N. Ry.	142.120	23,087,671.84	162,451.95	22,625,767.92	158,498.23	3,953.72	
13	G. N. Ry.	2,049.933	107,074,102.18	52,232.97	98,115,452.17	47,862.76	4,370.21	
20	M. St. P. & S. S. M. Ry.	539.573	21,990,682.48	40,755.71	19,958,143.23	36,988.77	3,766.94	
21	M. & St. L. R. R.	378.460	16,622,244.95	43,920.75	14,346,841.18	37,908.48	6,012.27	
24	N. P. Ry.	967.085	69,397,954.87	71,759.93	56,847,952.64	58,752.79	12,977.14	
26	W. C. Ry.	23.600	2,780,323.47	117,810.32	1,715,979.82	72,711.01	45,099.31	
12	Totals.....	6,351.962	\$362,100,284.68	\$57,006.05	\$317,639,443.69	\$50,006.51	\$6,999.54	

Estimated cost of reproducing terminal lands of above Railroads in St. Paul, Minneapolis and Duluth, is \$44,460,840.99, Switching roads owning terminals in these Cities not included.

ESTIMATE "A" - TABLE X

Minnesota Railroad Appraisal as of June 30, 1907.

Statement Showing Reproduction Cost of Carrying Roads, Owning no Terminal Lands in
St. Paul, Minneapolis or Duluth, including multiples on Lands for Right of Way
Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No..	Name of Railroad	Main Line Roadway Miles	Total Cost of Reproduction	
			Total	Per Mile of Main Line Roadway
5	C. & N. W. Ry.....	651.277	\$21,214,978.00	\$32,574.44
10	D. & N. E. R. R.....	63.500	859,865.21	13,541.18
11	D. & N. M. Ry.....	35.000	880,008.25	25,143.09
14	M. C. & F. D. R. R.....	27.300	772,072.34	28,281.04
16	M. & I. Ry.....	174.470	3,966,308.93	22,733.47
27	W. M. & P. Ry.....	244.030	6,561,651.88	26,888.71
28	I. C. R. R.....	30.170	944,301.52	31,299.35
	Totals.....	1,225.747	\$35,199,186.13	.....
	Average cost per mile.....			\$28,716.52

ESTIMATE "A" - TABLE XI

Minnesota Railroad Appraisal of June, 30 1907.

Statement Showing the Cost of Reproducing Terminal Lands in the Cities of St. Paul, Minneapolis and Duluth, Including multiples on Lands for Right of Way, Yards and Terminals.

Key No.	Name of Railway	Acres	Total Cost of Reproduction	
			Total	Per Acre
2	C. B. & Q. R. R.....	118.748	\$670,783.03	\$5,648.80
3	C. G. W. Ry.....	122.600	1,322,393.44	10,786.24
4	C. M. & St. P. Ry.....	462.396	8,666,316.22	18,742.20
6	C. R. I. & P. Ry.....	83.305	609,943.58	7,321.81
7	C. St. P. M. & O. Ry.....	353.887	5,529,592.97	15,625.31
8	D. & I. R. R. R.....	118.540	218,968.92	1,847.22
9	D. M. & N. Ry.....	304.962	561,903.92	1,842.53
12	D. U. D. & T.....	6.936	379,422.21	54,703.32
13	G. N. Ry.....	734.360	8,958,650.01	12,199.26
15	M. T. Ry.....	201.080	770,456.12	3,831.59
17	M. E. Ry.....	7.200	593,834.89	82,477.07
20	M. St. P. & S. Ste. M. Ry.....	329.689	2,032,539.25	6,165.02
21	M. & St. L. R. R.....	102.532	2,275,403.77	22,192.13
22	M. U. Ry.....	29.190	2,216,103.02	75,919.94
23	M. W. Ry.....	12.220	521,324.85	42,661.60
24	N. P. Ry.....	1,792.553	12,550,002.23	7,001.18
25	St. P. U. D.....	16.790	3,069,563.95	182,820.96
26	W. C. Ry.....	46.140	1,064,343.65	23,067.69
Totals.....		4,843.128	\$52,011,546.03	
Average per acre.....				\$10,739.24

TWENTY-FOURTH ANNUAL REPORT

ESTIMATE "A"—TABLE XII.

Minnesota Railroad Appraisal as of June 30, 1907.

LOCOMOTIVES.

Apportioned to Minnesota on an Engine Mileage Basis for the Operating Divisions that are Either Wholly or Partly Within the State.

SAME FOR ESTIMATE "B".

Key No.	Name of Railroad	Locomotives for Minnesota							
		Total Cost of Reproduction		Per Mile Main Line Roadway		Per Mile All Main Tracks		Per Mile All Tracks	
				Miles	Cost	Miles	Cost	Miles	Cost
2	B. & Q. R. R.	\$146,112.48	23,460		\$6,228.15	23,620	\$6,185.96	50,900	\$2,870.58
3	C. G. W. Ry.	645,597.16	117,590		4,639.82	122,040	4,470.64	191,811	2,844.45
4	C. M. & St. P. Ry.	1,497,935.35	1,201,980		1,246.22	1,239,799	1,208.21	1,503,269	996.45
5	C. & N. W. Ry.	566,113.53	651,277		869.24	651,277	869.24	790,730	715.94
6	C. & N. P. Ry.	334,119.05	236,210		1,414.50	236,210	1,414.50	269,106	1,241.59
7	C. St. P. M. & O. Ry.	1,049,557.94	431,120		2,434.49	461,070	2,276.35	662,624	1,583.94
8	D. & I. R. R.	1,083,586.87	240,831		4,499.36	314,567	3,444.69	416,047	2,642.59
9	D. M. & N. R. Ry.	1,302,592.36	142,120		9,165.44	217,363	5,992.71	360,884	3,609.45
10	D. & N. E. R. R.	27,164.40	63,500		427.78	63,500	427.78	70,500	365.31
11	D. & N. M. Ry.	67,683.00	35,000		1,933.80	35,000	1,933.80	61,800	1,095.20
12	D. U. D. & Tl.	5,483.40	0,398		13,777.40			2,831	1,936.91
13	G. N. Ry.	4,127,544.12	2,049,933		2,013.50	2,135,653	1,932.68	2,696,399	1,530.76
14	M. C. & F. D. R. R.	18,577.29	27,300		680.49	27,300	680.49	32,080	579.09
15	M. T. Ry.	156,786.00	12,500		12,542.88	12,500	12,542.88	69,800	2,246.22
16	M. & I. Ry.	163,091.12	174,470		934.78	174,470	934.78	215,490	756.84
17	M. E. Ry.	17,697.00	0,947		18,687.43	639,573	3,250.08	4,730	3,741.44
20	M. St. P. & S. Ste. M. Ry.	1,753,657.19	539,573		3,250.08	539,573	3,250.08	643,196	2,726.47
21	M. & St. L. R. R.	573,216.62	378,460		1,514.60	387,490	1,479.31	492,207	1,164.58
22	M. U. Ry.		2,630			5,260		10,660	
23	M. W. Ry.	15,480.00	1,690		9,159.77	1,690	9,159.77	6,890	2,246.73
24	M. P. Ry.	3,230,790.51	967,085		3,340.75	1,077,205	2,999.23	1,523,356	2,130.84
25	St. P. U. D. Co.	12,196.80	0,560		21,780.00			8,760	1,392.33
26	St. C. Ry.	185,313.84	23,600		7,852.28	23,600	7,852.28	41,080	4,511.05
27	W. M. & P. Ry.	181,285.64	244,030		742.88	244,485	741.50	282,140	642.54
28	I. C. R. R.	29,371.73	30,170		973.54	30,170	973.54	36,510	804.49
	Totals.	\$17,090,953.40	7,596,434		\$2,249.87	8,023,842	\$2,130.02	10,437,800	\$1,637.41
	Averages.								

PASSENGER TRAIN EQUIPMENT.
Appropriated to Minnesota on Car Mileage Basis.
SAME FOR ESTIMATE "B".

Key No.	Name of Railroad	Passenger Train Equipment for Minnesota					
		Total Cost of Reproduction		Per Mile Main Line Roadway		Per Mile All Main Tracks	
				Miles	Cost	Miles	Cost
2	C. B. & Q. R. R.	\$35,237.78	23.460		\$1,502.08	23.620	\$1,491.86
3	C. G. W. Ry.	195,636.49	117.590		1,663.71	122.040	1,603.05
4	C. M. & St. P. Ry.	927,500.29	1,201.980		771.64	1,239.799	748.11
5	C. & N. W. Ry.	381,986.11	651.277		566.52	651.277	586.52
6	C. R. L. & P. Ry.	96,968.21	236.210		410.52	236.210	410.52
7	C. St. P. M. & O. Ry.	516,052.27	431.120		1,197.00	461.070	1,119.25
8	C. & I. R. R.	111,600.00	240.831		463.39	314.567	354.77
9	D. M. & N. Ry.	169,872.00	142.120		1,195.27	217.363	781.51
10	D. & N. E. R.	1,457.00	63.500		22.94	63.500	22.94
11	D. & N. M. Ry.	1,900.00	35.000		54.29	35.000	54.29
12	D. U. D. & T. Co.		0.398				
13	G. N. Ry.	1,835,089.36	2,049.933		895.19	2,135.653	899.26
14	M. C. & F. D. R. R.	12,745.44	27.300		466.87	27.300	466.87
15	M. T. Ry.		12.500			12.500	
16	M. & I. Ry.		174.470		198.89	174.470	198.89
17	M. E. Ry.		0.947				
20	M. St. P. & S. Ste. M. Ry.	598,360.26	539.573		1,108.95	539.573	1,108.95
21	M. & St. L. R. R.	340,342.98	378.460		899.28	387.490	878.33
22	M. U. Ry.		2.630				
23	N. W. Ry.		1.690			1.690	
24	N. V. Ry.	1,288,293.18	967.085		1,332.14	1,077.205	1,195.96
25	St. P. U. D. Co.		0.560				
26	St. L. Ry.	24,256.26	23.600		1,027.81	23.600	1,027.81
27	W. M. & P. Ry.	20,536.99	244.080		84.16	244.485	84.00
28	I. C. R. R.	23,636.14	30.170		783.43	30.170	783.43
	Totals.....	\$6,616,170.78	7,596.434		\$870.96	8,023.842	\$824.56
	Averages.....					10,437.800	\$633.87

ESTIMATE "A" - TABLE XIV
Minnesota Railroad Appraisal as of June 30, 1907.
Freight Train, Equipment, Apportioned to Minnesota on a Car Mileage Basis.
(Same for Estimate "B")

Key No.	Name of Railroad	Freight Train Equipment for Minnesota							
		Total Cost of Reproduction		Per Mile Main Line Roadway		Per Mile All Main Tracks		Per Mile All Tracks	
				Miles	Cost	Miles	Cost	Miles	Cost
2	C. & O. R. R.	\$250,525.23	23,460		\$10,678.82	23,620	\$10,606.49	50,900	\$4,921.91
3	C. & W. P. R.	597,189.48	117,590		5,072.38	122,040	4,893.39	191,811	3,113.43
4	C. & N. P. R.	4,264,928.56	1,201,980		3,547.66	1,230,790	3,439.45	1,503,269	2,836.64
5	C. & S. P. R.	2,120,245.49	651,277		3,255.92	651,277	3,255.92	1,700,700	2,681.37
6	C. & P. & O. Ry.	590,191.53	236,310		2,502.82	236,310	2,502.82	269,106	2,196.87
7	C. & P. & O. Ry.	1,936,612.21	430,120		4,492.05	461,170	4,200.26	662,624	2,932.64
8	D. & N. R.	3,947,008.22	240,531		16,386.12	314,567	12,547.43	410,047	6,935.74
9	D. & N. R.	7,164,987.00	143,120		50,412.94	217,363	32,961.81	360,834	19,853.14
10	D. & N. R.	179,751.76	35,000		1,255.93	63,500	1,255.93	70,500	1,131.26
11	D. & N. R.	117,325.00	35,000		3,352.14	35,000	3,352.14	61,800	1,898.46
12	D. & T. R.	12,949,934.80	2,049,933		6,317.25	2,135,653	6,063.70	2,696,399	4,802.68
13	M. & F. D. R. R.	149,610.80	27,300		5,480.25	27,300	5,480.25	32,000	4,663.68
14	M. & F. R.	600.00	12,500		48.00	12,500	48.00	60,800	8.58
15	M. & F. R.	272,250.00	174,470		1,560.44	174,470	1,560.44	215,400	1,263.40
16	M. & F. R.	0.947	0.947		0.947	0.947	0.947	4,730	0.947
17	M. & F. R.	2,369,158.72	539,573		4,390.80	539,573	4,390.80	643,106	3,683.42
20	M. & S. L. R.	1,847,949.06	378,460		4,882.81	387,490	4,769.02	492,207	3,794.41
21	M. & S. L. R.	1,847,949.06	378,460		4,882.81	387,490	4,769.02	492,207	3,794.41
22	M. & W. Ry.	2,630	1,690		2,630	1,690	2,630	1,690	2,630
23	M. & W. Ry.	7,911,927.92	967,085		8,181.21	1,077,205	7,344.87	1,523,356	5,193.75
24	N. P. & D. Co.	0.560	0.560		0.560	0.560	0.560	8,760	0.560
25	N. P. & D. Co.	189,900.52	23,600		8,046.63	23,600	8,046.63	41,080	4,622.70
26	W. C. Ry.	73,247.43	244,030		300.16	244,485	299.60	282,140	259.61
27	W. C. Ry.	77,762.76	30,170		2,577.49	30,170	2,577.49	36,510	2,129.90
28	I. C. R. R.								
	Totals	\$46,911,106.58	7,596,434		\$6,175.41	8,023,842	\$5,846.46	10,437,800	\$4,404.35
	Averages								

ESTIMATE "A" - TABLE XV
 Minnesota Railroad Appraisal as of June 30, 1907.
 Miscellaneous Equipment Apportioned to Minnesota on Car Mileage Basis.
 (Same for Estimate "B")

Key No.	Name of Railroad	Miscellaneous Equipment for Minnesota									
		Total Cost of Reproduction	Per Mile Main Line Roadway		Per Mile All Main Tracks		Per Mile All Tracks		Miles	Cost	
			Miles	Cost	Miles	Cost	Miles	Cost			
2	C. B. & Q. R. R.	\$6,586.00	23.460	\$280.73	23.620	\$278.83	50.900	\$129.39			
3	C. G. W. Ry.	18,173.00	117.590	154.55	122.040	148.91	191.811	94.74			
4	C. M. & St. P. Ry.	72,420.89	1,201.980	60.25	1,239.799	58.41	1,503.269	48.17			
5	C. & N. W. Ry.	36,202.50	651.277	55.59	651.277	55.59	790.730	45.78			
6	C. R. I. & P. Ry.	6,458.71	236.210	27.34	236.210	27.34	269.106	24.00			
7	C. St. P. M. & O. Ry.	49,628.51	431.120	115.11	461.070	107.64	662.624	74.90			
8	D. & I. R. R.	55,857.98	240.831	231.94	314.567	177.57	410.047	136.22			
9	D. M. & N. Ry.	180,801.00	142.120	1,272.17	217.363	831.79	360.884	500.99			
10	D. & N. E. R. Ry.	7,772.98	63.500	122.41	63.500	122.41	70.500	110.25			
11	D. & N. M. Ry.	9,600.00	35.500	274.29	35.000	274.29	61.800	155.34			
12	D. U. D. & T.		0.398				2.831				
13	G. N. Ry.	333,805.88	2,049.933	162.84	2,135.653	156.30	2,696.399	123.80			
14	M. C. & F. D. R. R.		27.300		27.300		32.080				
15	M. T. Ry.	1,500.00	12.500	120.00	12.500	120.00	69.800	21.49			
16	M. & I. Ry.	14,024.75	174.470	80.39	174.470	80.39	215.490	65.08			
17	M. E. Ry.		0.947				4.730				
20	M. St. P. & Ste. S. M. Ry.	71,517.07	539.573	132.54	539.573	132.54	643.196	111.19			
21	M. & St. L. R. R.	93,906.21	378.460	248.13	387.490	242.34	492.207	190.79			
22	M. U. Ry.		2.630		2.660		10.660				
23	M. W. Ry.		1.690		1.690		6.890				
25	St. P. U. D. Co.	2,137.00	0.560	3,816.07			8.760	243.95			
24	N. P. Ry.	339,709.40	967.085	351.27	1,077.205	315.36	1,523.356	223.00			
26	W. C. Ry.	8,539.28	23.600	361.83	23.600	361.83	41.080	207.87			
27	W. M. & P. Ry.		244.030	73.86	244.485	73.73	282.140	63.88			
28	I. C. R. R.	18,025.00	30.170		30.170		36.510				
	Totals.....	\$1,325,666.16	7,596.434	\$174.64	8,023.842	\$165.34	10,437.800				
	Average per mile.....									\$127.10	

ESTIMATE "A"—TABLE XVI.

Minnesota Railroad Appraisal as of June 30, 1907.

Statement Showing Cost of Reproducing Passenger Equipment, Freight Equipment, Miscellaneous Equipment, as Listed by Interstate Railroads and Applied to Minnesota on the Basis of Relative Car Mileage.

Same for Estimate "B".

Key No.	Name of Interstate Railroad	Passenger Equipment			Freight Equipment			Miscellaneous Equipment		
		Cost of Reproduction		Per Cent	Cost of Reproduction		Per Cent	Cost of Reproduction		Per Cent
		Total	Minn. Proportion		Total	Minn. Proportion		Total	Minn. Proportion	
2	C. B. & Q. R. R.	\$279,506.00	\$35,237.78	12.61	\$29,712,243.00	\$250,525.23	00.84	No report	\$6,586.00	.....
3	C. G. W. Ry.	976,230.00	195,636.49	20.04	4,604,390.80	597,189.48	12.97	\$45,068.00	18,173.00	40.32
4	C. M. & St. P. Ry.	5,607,619.68	927,500.29	16.54	30,072,133.71	4,264,228.56	14.18	510,725.59	72,420.89	14.18
5	C. & N. W. Ry.	8,214,755.00	381,986.11	04.65	42,746,885.00	2,120,245.49	04.96	No report	36,202.50	.....
6	C. R. I. & P. Ry.	5,770,886.33	96,968.21	01.68	31,106,553.16	591,191.53	01.96	No report	6,458.71	.....
7	C. St. P. M. & O. Ry.	1,525,879.00	516,052.27	33.82	7,034,799.00	1,936,612.21	27.53	188,415.00	49,628.51	26.34
13	G. N. Ry.	5,198,553.50	1,835,089.38	35.30	30,463,267.00	12,949,934.80	42.51	988,176.08	333,805.88	33.78
14	M. C. & F. D. R. R.	63,600.00	12,745.44	20.04	1,153,515.00	149,610.89	12.97	No report	None	.....
20	M. C. & P. & S. Ste. M. Ry.	1,572,976.50	598,360.96	38.04	6,761,663.49	2,369,158.72	35.09	111,645.72	71,517.07	64.05
21	M. & St. L. R. R.	531,122.00	340,342.98	64.08	2,561,615.00	1,847,949.06	72.14	130,172.18	83,906.21	72.14
24	N. P. Ry.	6,617,457.17	1,288,293.18	19.47	34,912,290.09	7,911,927.92	22.66	No report	339,709.40	.....
26	W. C. Ry.	641,700.00	24,256.26	03.78	5,037,149.00	189,900.52	03.77	208,631.21	8,539.28	04.09
27	W. M. & P. Ry.	102,480.00	20,536.99	20.04	584,745.00	73,247.43	12.97	No report	18,025.00	.....
28	I. C. R. R.	95,333.68	23,636.14	24.79	38,881,380.94	77,762.76	00.20	No report	None	.....
	Totals	\$37,198,098.86	\$6,296,042.48	16.93	\$265,602,630.19	\$35,329,484.60	13.30	\$1,054,972.45	\$647,990.84	*29.69
								*\$2,182,833.78		

* Only for such Companies as give comparative data.

Note: The equipment above listed, does not include all of the equipment owned by interstate railroads, some of which, by its particular assignment, is not chargeable to the State of Minnesota.

ESTIMATE "A" -TABLE XVII
 Minnesota Railroad Appraisal as of June 30, 1907
 Summary of Equipment, Total Cost of Reproduction for Minnesota and Cost per Mile.
 (Same for Estimate "B")

Key No.	Name of Railroad	All Equipment for Minnesota					
		Total Cost of Reproduction		Per Mile Main Line Roadway		Per Mile All Main Tracks	
			Miles	Cost	Miles	Cost	Per Mile All Tracks
2	C. B. & Q. R. R.	\$438,461.49	23.460	\$18,689.75	23.620	\$18,563.15	\$8,614.17
3	C. G. W. Ry.	1,356,896.13	117.590	11,536.66	122.040	11,115.99	7,072.57
4	C. M. & St. P. Ry.	6,762,085.09	1,201.980	5,625.79	1,239.799	5,454.18	4,498.25
5	C. & N. W. Ry.	3,104,547.63	651.277	4,766.86	651.277	4,766.86	3,926.18
6	C. R. P. & P. Ry.	1,028,737.50	236.210	4,355.18	236.210	4,355.18	3,822.80
7	C. St. P. M. & O. Ry.	3,551,850.93	431.120	8,238.66	461.070	7,703.49	6,626.24
8	C. & I. R. R.	5,198,053.07	240.531	21,583.52	314.567	16,524.47	12,676.72
9	D. M. & N. R. R.	8,817,952.36	142.120	62,043.82	217.363	40,567.86	24,434.31
10	D. & N. E. R. R.	116,146.14	63.500	1,829.07	63.500	1,829.07	1,647.46
11	D. & N. M. Ry.	196,508.00	35.000	5,614.51	35.000	5,614.51	3,179.74
12	D. V. D. & Tr. Co.	5,483.40	0.398	13,777.38	2.135	6,653.65	2,831
13	G. N. Ry.	19,246,374.18	2,049.353	9,388.78	2,135.653	9,011.94	2,696.399
14	M. & F. D. R. R.	180,933.62	27.300	6,627.60	27.300	6,627.60	7,137.86
15	M. T. Ry.	158,886.00	12.500	12,710.88	12.500	12,710.88	5,640.07
16	M. V. Ry.	484,065.87	174.470	2,774.49	174.470	2,774.49	2,276.30
17	M. Ry.	17,697.00	0.947	18,687.43	539.573	8,882.38	2,246.35
20	M. St. P. & Ste. S. M. Ry.	4,792,093.24	539.573	8,882.38	539.573	8,882.38	3,741.44
21	M. St. L. R. R.	2,855,414.87	378.460	7,544.53	357.490	7,369.00	7,451.37
22	M. V. Ry.	15,480.00	2.630	5,260	5.260	5,260	5,801.25
23	M. W. Ry.	17,720.00	1.690	9,159.77	1.690	9,159.77	2,246.74
24	N. P. Ry.	12,770,721.01	967.085	13,203.38	1,077.205	11,855.42	8,353.28
25	St. P. D. Co.	14,333.80	0.560	25,596.07	23.600	17,288.55	1,636.28
26	W. M. Ry.	408,009.90	23.600	17,288.55	23.600	17,288.55	9,932.08
27	W. M. & P. Ry.	293,095.06	244.030	1,201.06	244.485	1,198.82	252.140
28	I. C. R. R.	130,770.63	30.170	4,334.46	30.170	4,334.46	3,551.78
	Totals.	\$71,944,896.92	7,596.434	\$9,470.88	8,023.842	\$8,966.39	10,437.800
	Average.						\$6,892.72

ESTIMATE "A" - TABLE XVIII.
 Minnesota Railroad Appraisal of June 30, 1907
 Grading, Clearing and Grubbing.
 (Same for Estimate "B")

Key No.	Name of Railroad	Earth		Loose Rock		Solid Rock		Clearing and Grubbing		
		Cu. Yds.	Cost	Cu. Yds.	Cost	Cu. Yds.	Cost	Acres	Cost	Total
2	C. B. & Q. R. R.	660,065	\$165,016.25	71,845	\$35,922.50	230,425	\$230,425.00	24.30	\$1,458.00	\$432,891.75
3	C. C. W. R. Ry.	3,635,673	1,034,880.62	26,715	33,372.50	18,914	18,914.00	317.00	15,850.00	1,082,817.12
4	C. C. & St. P. Ry.	25,610,043	6,381,852.86	1,279,537	635,308.30	717,126	717,126.00	4,036.36	233,252.30	8,017,432.46
5	C. & N. W. Ry.	522,515	2,615,850.26	None	None	280,921	287,129.00	773.96	58,309.25	9,959,533.50
6	C. R. P. & P. Ry.	6,107,675	1,221,399.40	30,069	15,034.50	17,917	17,917.00	248.42	11,057.50	1,665,408.40
7	C. St. P. & O. Ry.	9,740,258	2,474,016.02	311,032	176,921.68	56,785	52,408.80	327.84	25,498.80	2,758,845.10
8	C. & I. R. R.	6,531,325	2,285,973.55	2,084,088	1,047,034.00	420,535	526,043.75	3,285.60	246,420.00	4,105,471.30
9	D. M. & N. R. R.	5,697,526	1,904,134.10	None	None	779,794	90,992.50	2,488.00	186,620.00	2,271,726.60
10	D. & N. E. R. R.	302,048	108,756.00	None	None	None	None	483.00	36,375.00	115,131.00
11	D. & N. W. Ry.	33,465	11,712.76	None	None	None	1,320.00	348.00	25,950.00	118,034.40
12	D. U. D. & W. Co.	33,465	11,712.76	None	None	None	1,320.00	348.00	25,950.00	118,034.40
13	D. N. Ry.	54,299,654	15,263,028.46	178,853	89,426.50	314,341	354,896.25	11,411.00	823,840.00	16,531,191.24
14	M. C. & Ft. D. R. R.	1,746,399	78,589.97	None	None	None	None	14.00	700.00	78,889.97
15	M. T. Ry.	2,831,453	436,599.75	None	None	None	None	33.00	1,750.00	438,349.75
16	M. & I. Ry.	45,000	13,500.00	None	None	5,713	6,284.30	2,073.00	155,850.00	983,255.67
17	M. E. Ry.	11,024,770	2,602,785.53	7,764	3,882.00	8,767	8,767.00	None	None	13,500.00
20	M. St. P. & Ste. S. M. Ry.	7,154,827	1,850,718.66	21,850	10,925.00	841	8,641.00	2,242.93	129,363.45	2,744,797.98
21	M. & St. L. R. R.	247,730	74,319.00	7,210	3,605.00	44,420	44,420.00	120.00	5,300.00	1,867,784.66
22	M. U. Ry.	65,000	19,500.00	None	None	None	None	5.00	375.00	127,719.00
23	M. W. Ry.	25,771,559	7,029,330.65	41,186	20,537.00	182,032	218,060.05	5,708.00	427,875.00	7,665,838.70
24	St. P. U. D. Co.	460,400	124,038.00	None	None	None	None	None	None	124,038.00
25	W. C. Ry.	604,200	151,050.00	22,500	11,250.00	20,587	20,587.00	40.00	2,400.00	185,287.00
26	W. C. & P. Ry.	4,671,389	1,156,443.06	150,032	77,619.70	200,115	200,115.00	659.00	33,950.00	1,468,127.76
27	I. C. R. R.	347,000	111,750.00	60,386	25,183.00	None	None	None	None	136,943.00
28	Totals	168,935,406	\$48,516,130.68	4,293,097	\$2,216,177.68	2,623,716	\$2,826,674.45	34,647.41	\$2,420,174.30	\$55,979,157.11

Av. per acre
\$69.861

Av. per cu. yd.
\$.10773

Av. per cu. yd.
51.620

Av. per cu. yd.
28.76

NOTE: Grade revision at Owatonna on C. R. I. & P. Ry., not included in above. This was pmt in at actual cost of \$27,625.00, which added to the total, \$55,979,157.11 equals \$56,006,782.11, the grand total of (GRADING, CLEANING AND GRUBBING) for all roads valued. GRADING measured in excavation only.

ESTIMATE "A" - TABLE XIX

Minnesota Railroad Appraisal of June 30, 1907.

Statement Showing the Estimated Cost of Reproducing the Lands Used for Right of Way, Yards and Terminals, Separately for Each Railroad, and the Average Ratio to True Value.

Key No.	Name of Railroad	Lands for Right of Way Yards and Terminals		Column 3 Average Ratio True Value to Value for Ry. Purposes
		Column 1 Total Value of Lands for Ry. Purposes	Column 2 Total True Value of Lands from Transfers	
2	C. B. & Q. R. R.	770,586.87	\$567,165.17	1.359
3	C. G. W. Ry.	1,841,975.58	1,006,676.50	1.829
4	C. M. & St. P. Ry.	11,563,590.19	6,355,933.84	1.819
5	C. & N. W. Ry.	2,470,078.37	1,053,811.51	2.343
6	C. R. I. & P. Ry.	1,466,031.22	658,962.88	2.224
7	C. St. P. M. & O. Ry.	7,275,263.37	4,245,392.75	1.713
8	D. & I. R. R. Ry.	1,258,388.03	625,556.25	2.011
9	D. M. & N. Ry.	842,419.93	547,653.34	1.538
10	D. & N. E. R. R.	18,000.00	6,000.00	3.000
11	D. & N. M. Ry.	13,094.10	4,364.70	3.000
12	D. U. D. & Tfr.	379,422.21	303,537.74	1.250
13	G. N. Ry.	13,918,819.32	7,479,957.80	1.861
14	M. C. & F. D. R. R.	73,888.26	25,707.42	2.874
15	M. Trf. Ry.	919,791.06	494,315.20	1.860
16	M. & I. Ry.	117,960.45	39,586.15	2.979
17	M. E. Ry.	593,834.89	371,146.82	1.599
20	M. St. P. & S. Ste. M. Ry.	2,974,028.98	1,589,445.92	1.871
21	M. & St. L. R. R.	3,398,754.84	1,872,522.04	1.815
22	M. U. Ry.	2,216,103.02	1,385,064.43	1.599
23	M. W. Ry.	521,324.85	326,130.46	1.599
24	N. P. Ry.	15,385,078.47	9,498,099.27	1.619
25	St. P. U. D.	3,069,563.95	1,754,036.57	1.749
26	W. C. Ry.	1,127,785.85	659,372.31	1.710
27	W. M. & P. Ry.	836,537.23	342,191.50	2.444
28	I. C. R. R.	149,436.66	62,628.97	2.386
	Totals	\$73,201,757.70	\$41,275,259.54	1.7735

NOTE: Column 1 corresponds to Estimate "A"
 Column 2 corresponds to Estimate "B"
 Column 3 variations in average ratios, due to the effect of terminal property.

MINNESOTA RAILROAD APPRAISAL

June 30, 1907

ESTIMATE "B"

ESTIMATE "B".**Minnesota Railroad Appraisal as of June 30, 1907.****CONTENTS OF STATISTICAL TABLES.****Omitting Multiples on Lands For Right Of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.**

- I. Mileage statement. (see Estimate "A" Table I).
- II. Final summary, all roads taken into account in the Appraisal.
- III. Cost of reproduction of the physical properties of the carrying railroads.
- IV. Cost of reproduction of the physical properties of the switching railroads.
- V. Present value of the physical properties of the carrying railroads.
- VI. Present value of the physical properties of the switching railroads.
- VII. Statement of total acreage and total cost of reproduction of lands for right of way, yards and terminals.
- VIII. Statement of acreage and cost of reproduction per mile.
- IX. Reproduction cost of carrying roads, inclusive and exclusive of terminal lands in St. Paul, Minneapolis and Duluth.
- X. Reproduction cost of carrying roads owning no terminal lands in St. Paul, Minneapolis or Duluth.
- XI. Cost of reproduction of terminal lands in the cities of St. Paul, Minneapolis and Duluth.
- XII. Locomotives for Minnesota. (see Estimate "A" Table XII).
- XIII. Passenger train equipment for Minnesota. (see Estimate "A" Table XIII).
- XIV. Freight train equipment for Minnesota. (see Estimate "A" Table XIV).
- XV. Miscellaneous equipment for Minnesota. (see Estimate "A" Table XV).
- XVI. Cost of reproducing passenger, freight and miscellaneous, equipment as listed by Interstate railroads and applied to Minnesota on the basis of relative car mileage. (see Estimate "A" Table XVI).
- XVII. All equipment for Minnesota and cost of reproduction per mile. (see Estimate "A" Table XVII).
- XVIII. Grading, Clearing and Grubbing. (see Estimate "A" Table XVIII).
- XIX. Statement showing the estimated cost of reproducing the lands used for Right of Way, Yards and Terminals, separately for each railroad, and the average ratio to true value. (See Estimate "A" Table XIX Column 2).

ESTIMATE "B"—TABLE II.

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right Of Way, Yards and Terminals.

Names of Railroads.

C. B. & Q. R. R.	D. & I. R. R.	M. C. & F. D. R. R.	M. U. Ry.
C. G. W. Ry.	D. M. & N. Ry.	M. Tfr. Ry.	M. W. Ry.
C. M. & St. P. Ry.	D. & N. E. R. R.	M. & I. Ry.	N. P. Ry.
C. & N. W. Ry.	D. & N. M. Ry.	M. E. Ry.	St. P. U. D.
C. R. I. & P. Ry.	D. U. D. & Tfr.	M. St. P. & S. S. M. Ry.	W. C. Ry.
C. St. P. M. & O. Ry.	G. N. Ry.	M. & St. L. R. R.	W. M. & P. Ry.
I. C. R. R.			

1st main track.....	7,596.434 Miles
Other main tracks.....	427.408 Miles
Side tracks.....	2,413.958 Miles

All tracks..... 10,437.800 miles

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject	Cost of Reproduction, New	Present Value
1	Land for right of way, yards and terminals.....	\$41,275,259.54	\$41,275,259.54
2	Grading, clearing and grubbing.....	56,006,782.11	56,006,782.11
3	Protection work, rip rap, retaining walls.....	2,419,292.42	2,419,292.42
4	Tunnels.....	253,250.00	215,262.50
5	Cross ties and switch ties.....	17,491,500.06	9,627,539.85
6	Ballast.....	9,413,351.34	9,413,351.34
7	Rails.....	33,010,087.72	25,199,668.20
8	Track fastenings.....	5,936,740.60	4,543,054.70
9	Switches, frogs and railroad crossings.....	1,389,363.52	962,741.45
10	Track laying and surfacing.....	5,340,689.05	5,340,689.05
11	Bridges, trestles and culverts.....	19,567,524.80	14,518,834.30
12	Track and bridge tools.....	201,918.21	151,438.71
13	Fences, cattle guards and signs.....	2,768,394.93	1,403,082.54
14	Stock yards and appurtenances.....	559,896.21	349,759.71
15	Water stations.....	1,606,164.62	1,144,535.43
16	Coal stations.....	717,519.88	507,703.49
17	Stations, buildings and fixtures.....	5,855,258.56	4,097,249.08
18	Miscellaneous buildings.....	4,344,684.37	3,403,171.52
19	Steam and electric power plants, gas plants.....	797,484.52	656,069.99
20	General repair shops.....	4,123,119.91	2,959,019.07
21	Shop machinery and tools.....	1,831,671.22	1,484,756.11
22	Engine houses, turntables and cinder pits.....	2,837,988.58	1,874,436.40
23	Track scales.....	184,130.00	129,474.45
24	Docks and wharves (incl. coal and ore docks).....	6,065,496.69	5,392,960.85
25	Interlocking plants.....	403,071.57	293,197.56
26	Signal apparatus.....	155,766.71	126,217.89
27	Telegraph lines and appurtenances.....	1,316,048.16	994,227.19
28	Telephone lines and appurtenances.....	94,526.17	70,926.17
29	Adaptation and solidification of roadbed.....	11,743,007.15	11,743,007.15
Total of items 1 to 29 inclusive.....		\$237,709,988.62	\$206,303,708.77
30	Engineering, superintendence, legal expenses, 4 1/2 %.....	10,696,949.49	10,696,949.49
Total of items 1 to 30 inclusive.....		\$248,406,938.11	\$217,000,658.26
31	Locomotives.....	17,090,953.40	12,608,422.67
32	Passenger equipment.....	6,616,170.78	4,554,442.63
33	Freight car equipment.....	46,911,106.58	34,068,095.26
34	Miscellaneous equipment.....	1,326,666.16	876,057.17
35	Marine equipment.....	43,500.00	32,625.00
Total of item 1 to 35 inclusive.....		\$320,395,335.03	\$269,140,300.99
36	*Freight on construction material.....	3,635,535.03	3,635,535.03
Total of items 1 to 36 inclusive.....		\$324,030,870.06	\$272,775,836.02
37	Contingencies, 5% on total of item 1 to 36.....	16,201,543.50	16,201,543.50
38	Stores and supplies in Minnesota.....	5,210,010.98	5,210,010.98
	Interest during construction.....	28,377,716.16	28,377,716.16
Grand totals.....		\$373,820,140.70	\$322,565,106.66
Omitting adap. and solid'n. of roadbed. \$12,858,592.83		\$360,961,547.87	\$309,706,513.83

*For cross ties, rails track fastenings, switches and frogs.

ESTIMATE "B" - TABLE III

Minnesota Railroad Appraisal as of June 30, 1907.

Cost of Reproduction of the Physical Properties of the Carrying Railroads.

Omitting multiples on, Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Cost of Repro. of Physical Properties as of June 30, 1907	Distribution of Cost of Reproduction for mileage in Minnesota					
			Main Line Roadway		All Main Tracks		All Tracks	
			Miles in Minn.	Cost	Miles in Minn.	Cost	Miles in Minn.	Cost
2	C. B. & Q. R. R.	\$2,451,931.32	23.460	\$104,515.40	23.620	\$103,807.42	50.900	\$48,171.34
3	C. G. W. Ry.	6,595,116.02	117.590	56,085.69	122.040	54,040.61	191.811	34,383.36
4	C. M. & St. P. Ry.	46,459,470.38	1,201.980	38,652.44	1,239.799	37,473.39	30,905.63	30,905.63
5	C. & N. W. Ry.	18,541,143.82	651.277	28,468.91	651.277	28,468.91	790.730	23,448.14
6	C. R. I. & P. Ry.	7,493,710.89	236.210	31,724.78	236.210	31,724.78	269.106	27,846.69
7	C. St. P. M. & O. Ry.	22,553,406.11	431.120	52,313.52	461.070	48,915.36	662.624	34,036.51
8	D. & L. R. R.	19,226,745.11	240.831	79,835.01	314.567	61,121.30	410.047	46,889.13
9	D. M. & N. Ry.	22,328,569.06	142.120	157,110.67	217.363	102,724.79	360.884	61,871.87
10	D. & N. E. R.	791,496.10	63.500	12,464.51	63.500	12,464.51	70.500	11,226.90
11	D. & N. M. Ry.	836,477.00	35.000	23,899.34	35.000	23,899.34	61.800	13,535.23
13	G. N. Ry.	95,406,975.64	2,049.933	46,541.51	2,135.653	44,673.44	35,383.11	35,383.11
14	M. C. & F. D. R. R.	690,926.13	27.300	25,308.65	27.300	25,308.65	32.080	21,537.60
16	M. & I. Ry.	3,709,605.15	174.470	21,262.14	174.470	21,262.14	215.490	17,214.74
20	M. St. P. & S. M. Ry.	19,392,304.86	539.573	35,940.09	539.573	35,940.09	643.196	30,140.91
21	M. & St. L. R. R.	14,185,149.62	378.460	37,481.24	337.490	36,607.78	492.207	28,819.48
24	N. P. Ry.	60,679,409.50	967.085	62,744.65	1,077.205	56,330.42	1,523.356	39,832.72
26	W. C. Ry.	2,201,481.16	23.600	93,283.10	23.600	93,283.10	41.080	53,590.10
27	W. C. & P. Ry.	5,763,945.39	244.030	23,619.82	244.455	23,575.87	282.140	20,429.38
28	I. C. R. R.	798,457.56	30.170	26,465.28	30.170	26,465.28	36.510	21,869.56
	Totals	\$350,106,320.82	5,577.709	\$46,202.13	8,004.392	\$43,739.28	10,334.129	\$33,878.65
	Averages							

ESTIMATE "B"—TABLE IV.

Minnesota Railroad Appraisal as of June 30, 1907.

Cost of Reproduction of the Physical Properties of the Switching Railroads Omitting Multiples on Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Cost of Reproduction of Physical Properties as of June 30, 1907	Distribution of Cost of Repro. for Mil. in Minn.			
			Main Line Roadway		All Tracks	
			Mil. in Minn.	Cost	Mil. in Minn.	Cost
12	D. U. D. & T.....	\$821,544.60	0.398	\$2,064,182.41	2.831	\$290,195.90
15	M. T. Ry.....	2,332,762.49	12.500	186,621.00	69.800	33,420.66
17	M. E. Ry.....	639,268.08	0.947	675,045.50	4.730	135,151.82
22	M. U. Ry.....	3,364,425.19	2.630	1,279,249.12	10.660	315,612.12
23	M. W. Ry.....	849,883.10	1.690	502,889.41	6.890	123,350.23
25	St. P. U. D.....	2,847,343.59	0.560	5,084,642.13	8.760	325,039.22
6	Totals.....	10,855,227.05	18.725	.....	103.671	.....
	Average.....	.....	.....	\$579,718.40	.....	\$104,708.42

ESTIMATE "B" - TABLE V

Minnesota Railroad Appraisal as of June 30, 1907.

Present Value of the Physical Properties of the Carrying Railroads.

Omitting multiples on Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Present Value of Physical Properties as of June 30, 1907	Distribution of Present Value for mileage in Minnesota					
			Main Line Roadway		All Main Tracks		All Tracks	
			Miles in Minn.	Present Value	Miles in Minn.	Present Value	Miles in Minn.	Present Value
2	C. B. & Q. R. R.	\$2,131,249.55	23.460	\$90,846.10	23.620	\$90,230.72	50.900	\$41,871.31
3	C. W. Ry.	5,539,348.52	117.590	47,107.31	122.040	45,389.61	191.811	28,879.20
4	C. M. & St. P. Ry.	39,327,828.84	1,201.980	32,719.20	1,239.799	31,721.13	1,503.269	26,161.53
5	C. & N. W. Ry.	14,790,099.72	651.277	22,709.39	651.277	22,709.39	790.730	18,704.36
6	C. R. I. & P. Ry.	6,577,095.75	236.210	27,844.27	236.210	27,844.27	244.040	24,440.54
7	C. St. P. M. & O. Ry.	18,612,965.89	431.12	43,173.52	461.070	40,369.07	269.106	28,089.79
8	D. & L. R. R.	16,433,989.66	240.831	68,238.68	314.567	52,243.21	410.047	40,078.31
9	D. M. & N. Ry.	20,150,012.74	142.120	141,781.67	217.363	92,702.13	360.884	55,835.16
10	D. & N. E. R. R.	643,367.65	63.500	10,131.77	63.500	10,131.77	70.500	9,125.78
11	D. & N. M. Ry.	632,425.05	35.000	18,069.29	35.000	18,069.29	61.800	10,233.41
12	G. N. Ry.	82,748,216.15	2,049.933	40,366.30	2,135.653	38,746.56	2,696.399	30,688.42
13	M. C. & F. D. R. R.	541,795.06	27.300	19,845.97	27.300	19,845.97	32.080	16,888.87
14	M. & L. Ry.	3,152,757.13	174.470	18,070.48	174.470	18,070.48	215.490	14,630.94
16	M. St. P. & S. M. Ry.	16,976,875.99	539.573	31,463.54	539.573	31,463.54	643.196	26,394.56
20	M. & St. L. R. R.	11,839,093.36	378.460	31,282.28	387.490	30,553.29	492.207	24,053.08
21	N. P. Ry.	52,351,018.05	967.085	54,163.82	1,077.205	48,626.79	1,523.356	34,385.28
24	W. C. Ry.	1,877,064.05	23.600	79,536.61	23.600	79,536.61	41.080	45,692.90
26	W. M. & P. Ry.	4,847,982.10	244.030	19,866.36	244.485	19,829.36	282.140	17,182.90
27	I. C. R. R.	655,001.25	30.170	21,710.35	30.170	21,710.35	36.510	17,940.32
28	Totals	\$299,858,186.49	7,577.709	\$39,571.09	8,004.392	\$37,461.71	10,334.129	\$29,016.30
	Averages.							

ESTIMATE, "B" - TABLE VI

Minnesota Railroad Appraisal as of June 30, 1907.

Present Value of the Physical Properties of the Switching Railroads omitting multiples on Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Present Value of Physical Properties as of June 30, 1907	Distribution of Present Val. for Mil. in Minn.			
			Main Line Roadway		All Tracks	
			Mil. in Minn.	Value per Mile	Mil. in Minn.	Value per Mile
12	D. U. D. & Tfr.....	\$728,387.67	0.398	\$1,830,119.77	2.831	\$257,289.89
15	M. T. Ry.....	2,051,024.98	12.500	164,082.00	69.800	29,384.31
17	M. E. Ry.....	589,296.04	0.947	622,276.70	4.730	124,586.90
22	M. U. Ry.....	3,064,903.84	2.630	1,165,362.68	10.660	287,514.43
23	M. W. Ry.....	737,261.70	1.690	436,249.53	6.890	107,004.60
25	St. P. U. D.....	2,677,453.11	0.560	4,781,166.27	8.760	305,645.33
	Totals.....	\$9,848,327.34	18.725		103.671	
	Average value per mile.....			\$525,945.38		\$94,995.97

ESTIMATE "B"—TABLE VII.

Minnesota Railroad Appraisal of June 30, 1907.

Statement of Total Acreage and Total Cost of Reproduction of Lands for Right of Way, Yards and Terminals Omitting Multiples on Lands for Right of Way, Yards and Terminals.

Key No.	Name of Railroad	Right of Way			Station Grounds			Gravel Pits, etc.			Terminals			Totals
		Acres	Value	Acres	Value	Acres	Value	Acres	Value	Acres	Value	Acres	Value	
13	G. N. Ry.	27,179.520	\$828,069.20	5,839.070	\$1,087,586.09	1,736.460	\$32,388.95	734.360	\$5,561,913.56	35,489.410	\$7,479,957.80			
4	C. M. & St. P. Ry.	13,875.090	746,143.91	1,851.400	496,436.69	251.170	10,428.10	462.396	5,102,925.14	16,440.056	6,355,933.84			
24	N. P. Ry.	14,543.040	319,928.13	3,582.440	701,228.63	1,411.480	12,963.37	1,792.553	8,463,975.14	21,329.513	9,498,099.27			
5	C. & N. W. Ry.	8,298.010	479,144.97	1,807.150	570,083.81	166.220	4,582.73	329.689	1,263,130.07	10,271.380	1,053,811.51			
20	M. St. P. & S. M. Ry.	6,134.320	177,488.56	1,618.580	375,905.07	59.560	2,385.32	353.887	3,562,497.21	8,142.099	1,589,445.92			
7	C. St. P. M. & O. Ry.	5,221.700	296,427.36	1,222.280	375,905.07	419.110	10,563.11	102.532	1,425,644.04	7,216.987	4,245,392.75			
21	M. & St. L. R. R.	4,111.652	249,306.14	973.462	189,518.24	110.435	8,063.62	102.532	1,425,644.04	5,298.081	1,872,592.04			
27	W. M. & P. Ry.	2,677.400	150,456.75	625.830	189,872.33	29.740	2,720.39	118.540	162,802.48	3,332.970	342,191.50			
8	D. & I. R. R.	3,247.420	34,153.71	2,790.980	425,879.67	154.420	2,560.40	83.305	367,919.99	6,311.360	625,566.25			
6	C. R. I. & P. Ry.	2,768.191	152,965.49	485.524	135,517.00	45.640	2,560.40	83.305	367,919.99	3,382.660	658,962.88			
16	C. M. & N. Ry.	2,012.440	16,661.61	412.170	22,924.54	204.280	3,189.69	304.962	449,523.15	2,424.610	39,586.15			
9	D. M. & N. Ry.	1,951.490	20,674.09	472.170	74,266.41	204.280	3,189.69	304.962	449,523.15	2,933.702	547,653.34			
3	C. G. & N. Ry.	1,493.860	94,573.58	308.930	110,630.34	93.820	5,318.10	122.600	796,154.48	2,019.210	1,006,676.50			
10	D. & N. E. R.	690.000	5,520.00	12.000	480.00	93.820	5,318.10	122.600	796,154.48	702.000	6,000.00			
11	D. & N. M. Ry.	3,764.70	3,764.70	24.000	600.00	93.820	5,318.10	122.600	796,154.48	442.300	4,364.70			
28	I. C. & R. R.	418.300	29,580.77	76.870	33,048.20	600.00	3,189.69	304.962	449,523.15	511.550	62,628.97			
14	M. C. & F. D. R. R.	340.780	16,963.74	54.090	8,743.68	600.00	3,189.69	304.962	449,523.15	394.870	25,707.42			
26	W. C. Ry.	331.860	20,057.50	31.240	4,263.07	600.00	3,189.69	304.962	449,523.15	409.240	659,372.31			
2	C. B. & Q. R. R.	161.880	12,614.19	45.890	35,067.51	27.860	2,170.91	118.748	517,312.56	354.378	567,165.17			
15	M. T. Ry.	97.420	7,350.33	347.910	34,605.67	27.860	2,170.91	118.748	517,312.56	646.410	494,315.20			
22	M. W. Ry.							29.190	1,385,064.43	29.190	1,385,064.43			
23	M. E. Ry.							29.190	1,385,064.43	29.190	1,385,064.43			
17	St. Paul U. D. Co.							12.220	326,130.46	12.220	326,130.46			
25	St. Paul U. D. Co.							7.200	371,146.82	7.200	371,146.82			
12	D. U. D. & T. Co.							16.790	1,754,036.57	16.790	1,754,036.57			
	Totals.....	95,989.053	\$3,661,844.73	22,582.746	\$4,613,088.92	4,710.195	\$99,191.11	4,843.128	\$32,901,134.78	128,126.122	\$41,275,259.54			

ESTIMATE "B" - TABLE VIII

Minnesota Railroad Appraisal as of June 30, 1907.

Statement of Acreage and Cost of Reproduction Per Mile, Omitting multiples on Lands for Right of Way, Yards and Terminals.

Key No.	Name of Railway	Average Per Mile Main Line Roadway												Totals All Lands	
		Mileage Main Line Roadway		Right of Way		Station Grounds		Gravel Pits, etc.		Right of Way Station Grounds and Gravel P t		Terminals-St. Paul Minneapolis and Duluth			
		Acres	Cost	Acres	Cost	Acres	Cost	Acres	Cost	Acres	Cost	Acres	Cost		
13	G. N. Ry.	2,049,933	13,259		\$515.91	0.847	\$15.80	16,954	\$935.66	0.358	\$2,713.21	17,312	\$3,648.87		
14	C. M. & St. P. Ry.	1,201,980	11,544		413.02	0.209	8.87	13,293	1,042.45	0.385	4,245.43	13,678	5,287.88		
24	C. N. P. Ry.	967,085	15,038		725.10	1.460	13.41	20,202	1,069.33	1.854	8,752.05	22,056	9,821.38		
5	C. N. W. Ry.	651,277	12,741		875.33	0.255	7.03	15,771	1,618.06			15,771	1,618.06		
20	M. St. P. & S. M. Ry.	539,573	11,369		328.94	3,000	4.42	14,479	604.76	0.611	2,340.98	15,090	2,945.74		
21	M. St. P. M. & O. Ry.	431,120	12,112		687.58	2,835	24.50	15,919	1,584.00	0.821	8,263.35	16,740	9,847.35		
27	M. W. & P. Ry.	378,460	10,864		658.74	2,572	21.28	13,728	1,180.78	2,709	3,766.95	16,437	4,947.73		
28	M. & St. L. R. R.	244,030	10,972		616.55	2,564	7.63	13,658	1,402.25			13,658	1,402.25		
8	D. & I. R. R. Ry.	240,831	13,484		141.81	11,589	10.84	13,968	1,232.13	0.492	676.00	26,206	2,789.73		
6	D. & I. R. P. Ry.	236,210	11,719		647.58	2,056	11.29	13,887	1,232.13	0.353	1,553.36	14,321	2,789.73		
16	C. M. & I. Ry.	174,470	11,535		131.39	2,362	22.44	13,897	226.89	2,146	3,162.98	20,643	3,263.89		
9	D. C. W. Ry.	142,520	13,731		145.47	3,328	45.23	16,129	690.47	1.043	6,770.60	17,172	8,560.91		
3	D. G. W. Ry.	117,590	12,704		804.27	2,627			1,790.31						
10	D. & N. E. R. R.	63,500	10,866		86.93	10,189	12.637		94.49						
23	D. & N. M. Ry.	35,000	11,951		107.36	10,686			124.70						
11	I. C. R. Ry.	30,170	14,408		980.47	2,548			2,075.87						
28	I. C. R. & Ft. D. R. R.	27,300	12,483		621.37	1,981	15.386		1,030.11	1.955	26,909.39	17,341	27,939.50		
14	W. C. & Q. R. R.	23,600	14,062		849.90	1,324	15.386		3,125.02	16.066	36,188.74	51,112	39,545.21		
26	M. T. Ry.	23,460	6,900		537.70	1,956	92.54	10,044	3,356.47	11,099	526,640.47	11,099	526,640.47		
15	M. T. Ry.	12,500	7,793		588.02	27,833				7.231	192,876.60	7,231	192,876.60		
22	M. W. Ry.	2,630								7.003	391,918.50	7,003	391,918.50		
23	M. W. Ry.	1,690								29.982	3,132.209	16,299	3,132.209		
17	M. E. Ry.	0.947													
25	St. P. U. D. & T. Co.	0.560													
12	D. U. D. & T. Co.	0.398													
Averages.....		12,636	\$482.05	2,973	\$607.27	0.620	\$13.06	16,229	\$1,102.38	0.638	\$4,331.13	16,866	\$5,433.51		
Total.....		7,506,434													

ESTIMATE "B"—TABLE IX.

Minnesota Railroad Appraisal as of June 30, 1907.

Statement of Reproduction Cost of Carrying Roads, Owning Terminal Lands in St. Paul, Minneapolis or Duluth, Showing Reproduction Cost Inclusive and Exclusive of Terminal Lands in These Cities. Omitting Multiples on Lands for Right of Way, Yards & Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Mileage Main Line Roadway	Total Cost of Reproduction				Difference Per Mile Columns 2 and 4
			Col. No. 1	Col. No. 2	Col. No. 3	Col. No. 4	
			Inclusive of Terminal Lands		Exclusive of Terminal Lands		
			Total	Per Mile of Main Line Roadway	Total	Per Mile of Main Line Roadway	
2	C. B. & Q. R. R.	23.460	\$2,451,931.32	\$104,515.40	\$1,934,618.76	\$82,464.57	\$22,050.83
3	C. G. W. Ry.	117.590	6,595,116.02	56,085.69	5,798,961.54	49,315.09	6,770.60
4	C. M. & St. P. Ry.	1,201.980	46,459,470.38	38,652.45	41,356,545.24	34,407.02	4,245.43
6	C. R. I. & P. Ry.	236.210	7,493,710.89	31,724.78	7,125,790.90	30,167.19	1,556.59
7	C. St. P. M. & O. Ry.	433.120	22,553,406.11	52,313.52	18,990,908.90	44,050.17	8,263.35
8	D. & L. R. & R.	240.831	19,226,745.11	79,835.01	19,063,942.63	70,159.01	676.00
9	D. M. & N. Ry.	142.120	22,328,569.06	157,110.67	21,879,045.91	153,047.69	3,162.98
13	G. N. Ry.	2,049.933	95,406,975.64	46,541.51	89,845,062.08	43,828.29	2,713.22
20	M. St. P. & S. S. M. Ry.	539.573	19,392,304.86	35,940.09	18,129,174.79	33,599.11	2,340.98
21	M. & St. L. R. R.	378.460	14,185,149.62	37,481.24	12,759,505.58	33,714.28	3,766.96
24	N. P. Ry.	967.085	60,679,409.50	62,744.65	52,215,434.36	53,992.60	8,752.05
26	W. C. Ry.	23.600	2,201,481.16	93,283.10	1,566,419.42	66,373.70	26,909.40
12	Totals	6,351.962	\$318,974,269.67	50,216.65	\$290,665,410.11	45,759.94	4,456.71
	Averages						

Estimated cost of reproducing terminal lands of above Railroads in St. Paul, Minneapolis and Duluth is \$28,308,859.56.
Switching roads owning terminals in these Cities not included

ESTIMATE "B" - TABLE X

Minnesota Railroad Appraisal as of June 30, 1907.

Statement Showing Reproduction Cost of Carrying Roads Owning No Terminal Lands in St. Paul, Minneapolis or Duluth; Omitting multiples on Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Main Line Roadway Miles	Total Cost of Reproduction	
			Total	Main Line Roadway
5	C. & N. W. Ry.....	651.277	\$18,541,143.82	28,468.91
10	D. & N. E. R. R.....	63.500	791,496.10	12,464.51
11	D. & N. M. Ry.....	35.000	836,477.00	23,899.34
14	M. C. & F. D. R. R.....	27.300	690,926.13	25,308.65
16	M. & I. Ry.....	174.470	3,709,605.15	21,262.14
27	W. M. & P. Ry.....	244.030	5,763,945.39	23,619.82
28	I. C. R. R.....	30.170	798,457.56	26,465.28
	Totals.....	1,225.747	\$31,132,051.15	
	Average cost per mile.....			25,398.43

ESTIMATE "B" = TABLE XI

Minnesota Railroad Appraisal as of June 30, 1907.

Statement Showing the Cost of Reproducing Terminal Lands in the Cities of St. Paul, Minneapolis and Duluth, Omitting multiples on Lands for Right of Way, Yards and Terminals.

Key No.	Name of Railway	Acres	Total Cost of Reproduction	
			Total	Per Acre
2	C. B. & Q. R. R.	118.748	\$517,312.56	\$4,356.39
3	C. G. W. Ry.	122.600	796,154.48	6,493.91
4	C. M. & St. P. Ry.	462.396	5,102,925.14	11,035.84
6	C. R. I. & P. Ry.	83.305	367,919.99	4,416.54
7	C. St. P. M. & O. Ry.	353.887	3,562,497.21	10,066.76
8	D. & I. R. R. R.	118.540	162,802.48	1,373.40
9	D. M. & N. Ry.	304.962	449,523.15	1,474.03
12	D. U. D. & T.	6.936	303,537.74	43,762.65
13	G. N. Ry.	734.560	5,561,913.56	7,573.82
15	M. T. Ry.	201.080	452,359.20	2,249.64
17	M. E. Ry.	7.200	371,146.82	51,548.17
20	M. St. P. & S. Ste. M. Ry.	329.689	1,263,130.07	3,831.28
21	M. & St. L. R. R.	102.532	1,425,644.04	13,904.39
22	M. U. Ry.	29.190	1,385,064.43	47,449.97
23	M. W. Ry.	12.220	326,130.46	26,688.25
24	N. P. Ry.	1,792.553	8,463,975.14	4,721.74
25	St. P. U. D.	16.790	1,754,036.57	104,469.12
26	W. C. Ry.	46.140	635,061.74	13,763.80
Total		4,843.128	\$32,901,134.78	
Average per acre				\$6,793.37

MINNESOTA RAILROAD APPRAISAL

June 30, 1907

APPENDICES

APPENDIX "A"
ESTIMATE "A" DETAILS FOR EACH
RAILROAD APPRAISED.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—CHICAGO, BURLINGTON & QUINCY R. R.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	22.26	Single main track.....	1.20
Second main track.....	0.16	Second main track.....	None
Third main track.....	None	Sidings	1.76
Fourth main track.....	None		
Fifth main track.....	None		
Sixth Main track.....	None		
Sidings	26.40		

JOINT OWNERSHIP TRACKS.

	Miles.
Chicago, Burlington & Quincy Railway's proportion (with C., Mil. & St. P. Ry.) sidings	0.88

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$770,586.87	\$770,586.87
2	Grading, clearing and grubbing.....	432,821.75	432,821.75
3	Protection work, rip rap, retaining walls.....	42,928.75	42,928.75
4	Tunnels	None	None
5	Cross ties and switch ties.....	101,740.62	54,736.46
6	Ballast	50,683.68	50,683.68
7	Rails	175,305.64	127,185.41
8	Track fastenings.....	34,811.52	25,274.96
9	Switches, frogs and railroad crossings.....	12,245.20	8,446.30
10	Track laying and surfacing.....	31,508.00	31,508.00
11	Bridges, trestles and culverts.....	115,038.95	92,996.05
12	Track and bridge tools.....	950.00	712.50
13	Fences, cattle guards and signs.....	3,304.21	1,652.11
14	Stock yards and appurtenances.....	377.64	245.47
15	Water stations	3,200.95	2,304.68
16	Coal stations	8,500.00	3,400.00
17	Station buildings and fixtures.....	35,683.00	25,396.00
18	Miscellaneous buildings	47,489.00	32,407.53
19	Steam and electric power plants, gas plants.....	2,982.00	2,385.60
20	General repair shops.....	None	None
21	Shop machinery and tools.....	661.00	528.80
22	Engine houses, turntables and cinder pits.....	33,880.00	28,334.22
23	Track scales	2,867.00	2,100.20
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants	12,845.62	10,790.32
26	Signal apparatus	565.00	395.50
27	Telegraph lines and appurtenances.....	4,884.00	3,663.00
28	Telephone lines and appurtenances.....	135.00	101.25
29	Adaptation and solidification of roadbed.....	39,297.78	39,297.78
Total of items 1 to 29, inclusive.....		\$1,965,293.18	\$1,790,883.19
30	Engineering, superintendence, legal expenses, 4½%	88,438.19	88,438.19
Total of items 1 to 30, inclusive.....		\$2,053,731.37	\$1,879,321.38
31	Locomotives	146,112.48	128,321.48
32	Passenger equipment	35,237.78	21,654.09
33	Freight car equipment	250,525.23	139,746.16
34	Miscellaneous equipment	6,586.00	2,467.98
35	Marine equipment	None	None
Total of items 1 to 35, inclusive.....		\$2,492,192.86	\$2,171,511.09
36	*Freight on construction material.....	5,735.38	5,735.38
Total of items 1 to 36, inclusive.....		\$2,497,928.24	\$2,177,246.47
37	Contingencies, 5% on total of items 1 to 36.....	124,896.41	124,896.41
38	Stores, and supplies, in Minnesota	5,500.00	5,500.00
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		98,345.22	98,345.22
Grand totals		\$2,726,669.87	\$2,405,988.10

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 2.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—CHICAGO GREAT WESTERN RY.

MAIN LINES.		Miles.	BRANCHES.		Miles.
Single main track.....	117.59		Single main track.....		None
Second main track.....	4.45		Second main track.....		None
Third main track.....	None		Sidings		None
Fourth main track.....	None				
Fifth main track.....	None				
Sixth main track.....	None				
Sidings	69.212				

JOINT OWNERSHIP TRACKS.

Chicago Great Western's proportion with (Northern Pacific Ry., and Great Northern Ry.) sidings.....	Miles.
	0.559

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,841,975.58	\$1,841,975.58
2	Grading, clearing and grubbing.....	1,082,817.12	1,082,817.12
3	Protection work, rip rap, retaining walls.....	5,099.25	5,099.25
4	Tunnels	None	None
5	Cross ties and switch ties.....	397,384.69	216,606.61
6	Ballast	185,546.11	185,546.11
7	Rails	614,279.85	471,159.23
8	Track fastenings.....	84,801.35	64,837.93
9	Switches, frogs and railroad crossings.....	36,236.23	25,268.56
10	Track laying and surfacing.....	99,220.60	99,220.60
11	Bridges, trestles and culverts.....	487,059.72	378,295.33
12	Track and bridge tools.....	4,240.00	3,180.00
13	Fences, cattle guards and signs.....	69,247.99	34,624.00
14	Stock yards and appurtenances.....	16,272.34	9,819.10
15	Water stations.....	55,800.53	43,314.69
16	Coal stations.....	24,800.00	17,612.00
17	Station buildings and fixtures.....	121,467.35	77,003.16
18	Miscellaneous buildings	36,764.40	25,202.11
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	14,000.00	8,120.00
21	Shop machinery and tools.....	9,907.05	7,925.64
22	Engine houses, turntables and cinder pits.....	71,304.00	49,652.70
23	Track scales.....	3,829.00	2,297.40
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	18,291.57	12,544.17
26	Signal apparatus.....	9,811.00	6,867.70
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	73.00	54.75
29	Adaptation and solidification of roadbed.....	203,973.34	203,973.34
Total of items 1 to 29, inclusive.....		5,494,202.07	4,873,017.13
30	Engineering, superintendence, legal expenses, 4½%	247,239.09	247,239.09
Total of items 1 to 30, inclusive.....		\$5,741,441.16	\$5,120,256.22
31	Locomotives	545,597.16	430,491.94
32	Passenger equipment	195,636.49	134,441.39
33	Freight car equipment.....	597,189.48	343,981.14
34	Miscellaneous equipment	18,173.00	13,099.10
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$7,098,037.29	\$6,042,269.79
36	*Freight on construction material.....	37,809.67	37,809.67
Total of items 1 to 36, inclusive.....		\$7,135,846.96	\$6,080,079.46
37	Contingencies, 5% on total of items 1 to 36.....	356,792.35	356,792.35
38	Stores, and supplies, in Minnesota.....	None	None
Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....		277,274.94	277,274.94
Grand totals		\$7,769,914.25	\$6,714,146.75

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 3.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—CHICAGO, MILWAUKEE & ST. PAUL RY.
MAIN LINES. BRANCHES.

	Miles.		Miles.
Single main track.....	1,199.330	Single main track.....	None
Second main track.....	35.094	Second main track.....	None
Third main track.....	1.630	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	258.960		

JOINT OWNERSHIP TRACKS.

	Miles.
Chi., Mil. & St. P. Ry's. proportion (joint with W. M. & Pac. & C., St. P., M. & O.) single main track.....	2.650
Chi., Mil. & St. P. Ry's. proportion (joint with W. M. & Pac. & C., St. P., M. & O.) second main track.....	1.095
Chi., Mil. & St. P. Ry's. proportion (St. L., Omaha, Ft. D., N. W. C., B. & Q. and W. M. & P.) sidings.....	4.510

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$11,563,590.19	\$11,563,590.19
2	Grading, clearing and grubbing.....	8,017,432.46	8,017,432.46
3	Protection work, rip rap, retaining walls.....	552,602.00	552,602.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	2,674,347.07	1,459,473.35
6	Ballast	875,209.69	875,209.69
7	Rails	4,668,940.12	3,591,427.75
8	Track fastenings.....	954,663.32	735,749.81
9	Switches, frogs and railroad crossings.....	157,585.75	111,050.30
10	Track laying and surfacing.....	763,232.50	763,232.50
11	Bridges, trestles and culverts.....	3,206,558.29	2,461,853.55
12	Track and bridge tools.....	19,331.00	14,498.25
13	Fences, cattle guards and signs.....	608,748.99	308,681.00
14	Stock yards and appurtenances.....	92,113.57	60,969.56
15	Water stations.....	214,920.68	156,921.46
16	Coal stations.....	65,166.00	32,909.08
17	Station buildings and fixtures.....	861,268.20	552,551.64
18	Miscellaneous buildings	510,852.32	378,015.57
19	Steam and electric power plants, gas plants.....	46,652.70	37,322.16
20	General repair shops.....	313,379.00	148,836.18
21	Shop machinery and tools.....	120,535.48	96,428.39
22	Engine houses, turntables and cinder pits.....	265,304.40	133,035.08
23	Track scales.....	20,133.00	14,606.55
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	34,797.79	24,629.92
26	Signal apparatus.....	16,741.00	11,718.70
27	Telegraph lines and appurtenances.....	144,738.50	108,553.90
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	1,711,070.20	1,711,070.20
	Total of items 1 to 29, inclusive.....	\$38,479,914.22	\$33,922,374.24
30	Engineering, superintendence, legal expenses, 4½%	1,731,596.14	1,731,596.14
	Total of items 1 to 30, inclusive.....	\$40,211,510.36	\$35,653,970.38
31	Locomotives	1,497,935.35	769,075.59
32	Passenger equipment	927,500.29	602,596.94
33	Freight car equipment.....	4,264,228.56	2,763,646.53
34	Miscellaneous equipment	72,420.89	52,664.47
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$46,973,595.45	\$39,841,953.91
36	*Freight on construction material.....	500,259.49	500,259.49
	Total of items 1 to 36, inclusive.....	\$47,473,854.94	\$40,342,213.40
37	Contingencies, 5% on total of items 1 to 36.....	2,373,692.75	2,373,692.75
38	Stores, and supplies, in Minnesota.....	167,567.11	167,567.11
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (2½ years).....	4,576,278.47	4,576,278.47
	Grand totals	\$54,591,393.27	\$47,459,751.73

*For cross ties, rails, track fastenings, switches and frogs.
June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 4.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—CHICAGO & NORTHWESTERN RY.

MAIN LINES.

	Miles.
Single main track.....	651.277
Second main track.....	None
Third main track.....	None
Fourth main track.....	None
Fifth main track.....	None
Sixth main track.....	None
Sidings	137.343

BRANCHES.

	Miles.
Single main track.....	None
Second main track.....	None
Sidings	None

JOINT OWNERSHIP TRACKS.

	Miles.
Chicago & Northwestern Ry's. proportion (with Chi., Mil., St. P. & Omaha Ry.) sidings	1.605

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$2,470,078.37	\$2,470,078.37
2	Grading, clearing, and grubbing.....	2,959,533.50	2,959,533.50
3	Protection work, rip rap, retaining walls.....	62,093.13	62,093.13
4	Tunnels	None	None
5	Cross ties and switch ties.....	1,331,067.59	725,861.40
6	Ballast	475,787.84	475,787.84
7	Rails	2,418,232.74	1,745,532.95
8	Track fastenings.....	422,956.64	306,311.03
9	Switches, frogs and railroad crossings.....	76,246.68	52,088.70
10	Track laying and surfacing.....	395,145.00	395,145.00
11	Bridges, trestles and culverts.....	1,701,522.22	1,146,551.71
12	Track and bridge tools.....	15,625.05	11,717.28
13	Fences, cattle guards and signs.....	301,275.54	150,637.82
14	Stock yards and appurtenances.....	83,877.43	48,027.80
15	Water stations.....	145,654.27	95,456.71
16	Coal stations.....	55,908.00	37,091.52
17	Station buildings and fixtures.....	358,360.24	218,883.18
18	Miscellaneous buildings	89,473.73	59,625.27
19	Steam and electric power plants, gas plants.....	26,220.20	20,916.16
20	General repair shops.....	133,823.33	92,046.57
21	Shop machinery and tools.....	96,570.00	77,256.00
22	Engine houses, turntables and cinder pits.....	252,920.00	130,097.31
23	Track scales.....	11,263.50	7,118.10
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	18,512.51	12,435.98
26	Signal apparatus.....	8,800.00	6,160.00
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	216.00	162.00
29	Adaptation and solidification of roadbed.....	941,584.88	941,584.88
	Total of items 1 to 29, inclusive.....	\$14,852,746.39	\$12,248,260.71
30	Engineering, superintendence, legal expenses, 4 1/2 %	668,373.59	668,373.59
	Total of items 1 to 30, inclusive.....	\$15,521,119.98	\$12,916,634.30
31	Locomotives	566,113.53	305,937.48
32	Passenger equipment	381,986.11	218,648.85
33	Freight car equipment.....	2,120,245.49	1,419,716.38
34	Miscellaneous equipment	36,202.50	13,686.50
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$18,625,667.61	\$14,874,623.51
36	*Freight on construction material.....	537,821.67	537,821.67
	Total of items 1 to 36, inclusive.....	\$19,163,489.28	\$15,412,445.18
37	Contingencies, 5% on total of items 1 to 36.....	958,174.46	958,174.46
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 1/2 years).....	1,093,314.26	1,093,314.26
	Grand totals	\$21,214,978.00	\$17,463,933.90

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,

Engineer Railroad & Warehouse Commission.

KEY NO. 5.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—CHICAGO, ROCK ISLAND & PACIFIC RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	236.21	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	32.396		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,466,031.22	\$1,466,031.22
2	Grading, clearing and grubbing.....	1,693,033.40	1,693,033.40
3	Protection work, rip rap, retaining walls.....	36,389.75	36,389.75
4	Tunnels	None	None
5	Cross ties and switch ties.....	517,339.09	311,428.45
6	Ballast	133,062.45	133,062.45
7	Rails	825,687.93	673,256.13
8	Track fastenings.....	126,980.15	103,907.42
9	Switches, frogs and railroad crossings.....	22,195.11	16,292.03
10	Track laying and surfacing.....	136,620.00	136,620.00
11	Bridges, trestles and culverts.....	644,482.59	520,982.78
12	Track and bridge tools.....	7,809.15	5,856.86
13	Fences, cattle guards and signs.....	100,723.59	50,361.83
14	Stock yards and appurtenances.....	23,884.03	16,012.93
15	Water stations.....	34,394.31	28,702.46
16	Coal stations.....	25,198.00	20,796.36
17	Station buildings and fixtures.....	344,005.19	304,099.03
18	Miscellaneous buildings	5,688.40	4,117.54
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	225.00	180.00
22	Engine houses, turntables and cinder pits.....	51,365.00	38,306.83
23	Track scales.....	1,400.00	1,120.00
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	26,023.00	20,677.48
26	Signal apparatus.....	650.00	455.00
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	296.00	222.00
29	Adaptation and solidification of roadbed.....	276,907.34	276,907.74
	Total of items 1 to 29, inclusive.....	\$6,500,390.72	\$5,858,819.29
30	Engineering, superintendence, legal expenses, 4½%	292,517.58	292,517.58
	Total of items 1 to 30, inclusive.....	\$6,792,908.30	\$6,151,336.87
31	Locomotives	334,119.05	235,611.09
32	Passenger equipment	96,968.21	65,812.52
33	Freight car equipment.....	591,191.53	449,306.00
34	Miscellaneous equipment	6,458.71	2,964.38
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$7,821,645.80	\$6,905,030.66
36	*Freight on construction material.....	171,282.56	171,282.56
	Total of items 1 to 36, inclusive.....	\$7,992,928.36	\$7,076,313.22
37	Contingencies, 5% on total of items 1 to 36.....	399,646.42	399,646.42
38	Stores, and supplies, in Minnesota.....	15,000.00	15,000.00
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....	308,640.84	308,640.84
	Grand totals	\$8,716,215.62	\$7,799,600.49

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 6.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—CHICAGO, ST. P., MINNEAPOLIS & OMAHA RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	429.02	Single main track.....	None
Second main track.....	22.95	Second main track.....	None
Third main track.....	3.18	Sidings.....	None
Fourth main track.....	3.18		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings.....	198.73		

JOINT OWNERSHIP TRACKS.

	Miles.
Chi., St. P., Mpls. & Omaha Ry's. proportion (with Nor. Pac., G. N., C., M. & St. P. and C. N. W. Rys.) single main track.....	2.100
Chi., St. P., Mpls. & Omaha Ry's. proportion (with Nor. Pac., G. N., C., M. & St. P. and C. N. W. Rys.) second main track.....	0.640
Chi., St. P., Mpls. & Omaha Ry's. proportion (with Nor. Pac., G. N., C., M. & St. P. and C. N. W. Rys.) sidings.....	2.824

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$7,275,263.37	\$7,275,263.37
2	Grading, clearing and grubbing.....	2,758,845.10	2,758,845.10
3	Protection work, rip rap, retaining walls.....	288,963.60	288,963.60
4	Tunnels.....	None	None
5	Cross ties and switch ties.....	1,211,389.89	657,860.59
6	Ballast.....	640,250.40	640,250.40
7	Rails.....	2,100,875.53	1,515,247.60
8	Track fastenings.....	355,725.83	256,080.18
9	Switches, frogs and railroad crossings.....	124,701.40	83,568.83
10	Track laying and surfacing.....	344,847.00	344,847.00
11	Bridges, trestles and culverts.....	1,507,801.01	1,103,996.61
12	Track and bridge tools.....	10,144.84	7,608.63
13	Fences, cattle guards and signs.....	208,759.77	103,879.93
14	Stock yards and appurtenances.....	44,064.82	24,772.05
15	Water stations.....	140,755.43	108,289.81
16	Coal stations.....	45,210.80	28,823.66
17	Station buildings and fixtures.....	528,215.55	390,254.51
18	Miscellaneous buildings.....	189,828.91	120,971.05
19	Steam and electric power plants, gas plants.....	66,015.50	53,259.49
20	General repair shops.....	244,411.07	166,684.18
21	Shop machinery and tools.....	188,195.51	150,556.42
22	Engine houses, turntables and cinder pits.....	304,783.00	195,434.64
23	Track scales.....	16,794.50	11,155.10
24	Docks and wharves (incl. coal and ore docks).....	104,497.98	95,589.18
25	Interlocking plants.....	15,832.25	11,225.27
26	Signal apparatus.....	7,341.66	5,139.15
27	Telegraph lines and appurtenances.....	111.85	83.89
28	Telephone lines and appurtenances.....	622.00	466.50
29	Adaptation and solidification of roadbed.....	649,000.48	649,000.48
Total of items 1 to 29, inclusive.....		\$19,373,249.04	\$17,048,117.22
30	Engineering, superintendence, legal expenses, 4½%.....	871,796.21	871,796.21
Total of items 1 to 30, inclusive.....		\$20,245,045.25	\$17,919,913.43
31	Locomotives.....	1,049,557.94	679,292.76
32	Passenger equipment.....	516,052.27	300,858.47
33	Freight car equipment.....	1,936,612.21	932,202.37
34	Miscellaneous equipment.....	49,628.51	24,188.93
35	Marine equipment.....	None	None
Total of items 1 to 35 inclusive.....		\$23,796,896.18	\$19,856,455.96
36	*Freight on construction material.....	195,254.24	195,254.24
Total of items 1 to 36, inclusive.....		\$23,992,150.42	\$20,051,710.20
37	Contingencies, 5% on total of items 1 to 36.....	1,199,607.52	1,199,607.52
38	Stores, and supplies, in Minnesota.....	186,213.13	186,213.13
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1½ years).....		1,400,589.00	1,400,589.00
Grand totals.....		\$26,778,560.07	\$22,838,119.55

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

As of Sept. 4th, 1907.

By DWIGHT C. MORGAN,

Engineer Railroad & Warehouse Commission.

KEY NO. 7.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—DULUTH & IRON RANGE R. R.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	155.577	Single main track.....	85.254
Second main track.....	73.736	Second main track.....	None
Third main track.....	None	Sidings	15.134
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	80.346		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,258,388.03	\$1,258,388.03
2	Grading, clearing and grubbing.....	4,106,471.30	4,106,471.30
3	Protection work, rip rap, retaining walls.....	189,981.50	189,981.50
4	Tunnels	None	None
5	Cross ties and switch ties.....	510,249.63	279,618.80
6	Ballast	646,129.49	646,129.49
7	Rails	1,445,470.53	1,057,927.65
8	Track fastenings.....	237,439.23	173,805.52
9	Switches, frogs and railroad crossings.....	82,582.15	57,316.67
10	Track laying and surfacing.....	205,023.50	205,023.50
11	Bridges, trestles and culverts.....	447,831.11	320,312.12
12	Track and bridge tools.....	5,497.76	4,123.32
13	Fences, cattle guards and signs.....	44,775.05	22,387.53
14	Stock yards and appurtenances.....	889.10	755.74
15	Water stations.....	66,427.91	37,260.52
16	Coal stations.....	30,665.00	23,079.00
17	Station buildings and fixtures.....	118,437.10	86,460.49
18	Miscellaneous buildings	104,203.00	70,870.10
19	Steam and electric power plants, gas plants.....	24,176.19	19,340.95
20	General repair shops.....	190,252.00	134,847.36
21	Shop machinery and tools.....	53,128.73	42,502.98
22	Engine houses, turntables and cinder pits.....	133,156.00	87,729.47
23	Track scales.....	24,294.00	19,435.20
24	Docks and wharves (incl. coal and ore docks).....	1,779,570.00	1,601,613.09
25	Interlocking plants.....	None	None
26	Signal apparatus.....	1,546.06	1,082.24
27	Telegraph lines and appurtenances.....	38,113.00	28,584.75
28	Telephone lines and appurtenances.....	76,880.00	57,660.00
29	Adaptation and solidification of roadbed.....	551,373.04	551,373.04
	Total of items 1 to 29, inclusive.....	\$12,371,950.41	\$11,083,080.27
30	Engineering, superintendence, legal expenses, 4½%	556,737.77	556,737.77
	Total of items 1 to 30, inclusive.....	\$12,928,688.18	\$11,639,818.04
31	Locomotives	1,083,536.87	793,416.36
32	Passenger equipment	111,600.00	62,458.50
33	Freight car equipment.....	3,947,008.22	2,819,592.55
34	Miscellaneous equipment	55,857.98	29,575.35
35	Marine equipment	43,500.00	32,625.00
	Total of items 1 to 35 inclusive.....	\$18,170,241.25	\$15,377,485.80
36	*Freight on construction material.....	151,278.78	151,278.78
	Total of items 1 to 36, inclusive.....	\$18,321,520.03	\$15,528,764.58
37	Contingencies, 5% on total of items 1 to 36.....	916,076.00	916,076.00
38	Stores, and supplies, in Minnesota.....	260,746.96	260,746.96
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1½ years).....	1,066,208.82	1,066,208.82
	Grand totals	\$20,564,551.81	\$17,771,796.35

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 8.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—DULUTH MISSABE & NORTHERN RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	126.570	Single main track.....	15.550
Second main track.....	75.243	Second main track.....	None
Third main track.....	None	Sidings	17.935
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	125.586		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$842,419.93	\$842,419.93
2	Grading, clearing and grubbing.....	2,271,726.60	2,271,726.60
3	Protection work, rip rap, retaining walls.....	2,160.00	2,160.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	430,351.31	234,971.82
6	Ballast	544,961.63	544,961.63
7	Rails	1,210,289.38	846,129.67
8	Track fastenings.....	302,822.19	211,672.71
9	Switches, frogs and railroad crossings.....	76,872.55	51,264.00
10	Track laying and surfacing.....	180,442.00	180,442.00
11	Bridges, trestles and culverts.....	897,771.84	749,391.73
12	Track and bridge tools.....	7,260.83	5,445.62
13	Fences, cattle guards and signs.....	22,263.97	11,131.98
14	Stock yards and appurtenances.....	568.00	482.80
15	Water stations.....	46,154.08	25,892.44
16	Coal stations.....	43,908.00	37,779.54
17	Station buildings and fixtures.....	86,146.35	58,784.52
18	Miscellaneous buildings	104,471.00	71,040.28
19	Steam and electric power plants, gas plants.....	26,519.69	21,215.75
20	General repair shops.....	180,718.00	164,784.45
21	Shop machinery and tools.....	44,668.35	35,734.68
22	Engine houses, turntables and cinder pits.....	70,485.00	55,095.90
23	Track scales.....	7,100.00	5,430.00
24	Docks and wharves (incl. coal and ore docks).....	3,361,518.48	3,025,366.63
25	Interlocking plants.....	7,540.00	7,238.40
26	Signal apparatus.....	588.50	411.95
27	Telegraph lines and appurtenances.....	19,348.24	14,511.18
28	Telephone lines and appurtenances.....	177.00	132.75
29	Adaptation and solidification of roadbed.....	380,993.87	380,993.87
	Total of items 1 to 29, inclusive.....	\$11,170,246.79	\$9,856,613.13
30	Engineering, superintendence, legal expenses, 4½%	502,661.10	502,661.10
	Total of items 1 to 30, inclusive.....	\$11,672,907.89	\$10,359,274.23
31	Locomotives	1,802,592.36	1,169,286.75
32	Passenger equipment	169,872.00	136,711.75
33	Freight car equipment	7,164,687.00	6,477,722.92
34	Miscellaneous equipment	180,801.00	169,308.28
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$20,490,860.25	\$18,312,303.93
36	*Freight on construction material.....	123,789.53	123,789.53
	Total of items 1 to 36, inclusive.....	\$20,614,649.78	\$18,436,093.46
37	Contingencies, 5% on total of items 1 to 36.....	1,030,732.49	1,030,732.49
38	Stores, and supplies, in Minnesota.....	228,270.22	228,270.22
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1½ years).....	1,214,019.35	1,214,019.35
	Grand totals	\$23,087,671.84	\$20,909,115.52

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 9.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—DULUTH & NORTHEASTERN R. R.

MAIN LINES.

	Miles.
Single main track.....	37.00
Second main track.....	None
Third main track.....	None
Fourth main track.....	None
Fifth main track.....	None
Sixth main track.....	None
Sidings	7.00

BRANCHES.

	Miles.
Single main track.....	6.50
Second main track.....	None
Sidings	None

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$18,000.00	\$18,000.00
2	Grading, clearing and grubbing.....	145,131.00	145,131.00
3	Protection work, rip rap, retaining walls.....	225.00	225.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	66,157.90	35,678.96
6	Ballast	14,688.00	14,688.00
7	Rails	177,039.19	116,478.10
8	Track fastenings.....	24,738.89	16,278.19
9	Switches, frogs and railroad crossings.....	5,254.45	3,376.63
10	Track laying and surfacing.....	35,250.00	35,250.00
11	Bridges, trestles and culverts.....	84,836.38	72,201.63
12	Track and bridge tools.....	848.00	636.00
13	Fences, cattle guards and signs.....	83.78	41.89
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	2,391.15	2,199.86
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	2,297.00	2,176.80
18	Miscellaneous buildings	481.89	433.70
19	Steam and electric power plants, gas plants.....	150.00	97.50
20	General repair shops.....	250.00	237.50
21	Shop machinery and tools.....	555.25	444.20
22	Engine houses, turntables and cinder pits.....	350.00	315.00
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	5,094.58	4,687.01
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	4,075.12	3,056.34
29	Adaptation and solidification of roadbed.....	49,954.80	49,954.80
Total of items 1 to 29, inclusive.....		\$637,852.38	\$521,588.11
30	Engineering, superintendence, legal expenses, 4½%	28,703.36	28,703.36
Total of items 1 to 30, inclusive.....		\$666,555.74	\$550,291.47
31	Locomotives	27,164.40	14,097.63
32	Passenger equipment	1,457.00	1,369.58
33	Freight car equipment	79,751.76	64,010.20
34	Miscellaneous equipment	7,772.98	4,804.55
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$782,701.88	\$634,573.43
36	*Freight on construction material.....	7,998.49	7,998.49
Total of items 1 to 36, inclusive.....		\$790,700.37	\$642,571.92
37	Contingencies, 5% on total of items 1 to 36.....	39,535.02	39,535.02
38	Stores, and supplies, in Minnesota.....	None	None
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		29,629.82	29,629.82
Grand totals		\$859,865.21	\$711,736.75

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN.

Engineer Railroad & Warehouse Commission.

KEY NO. 10.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—DULUTH & NORTHERN MINNESOTA RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	35.00	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	26.80		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$13,094.10	\$13,094.10
2	Grading, clearing and grubbing.....	118,034.40	118,034.40
3	Protection work, rip rap, retaining walls.....	3,208.50	3,208.50
4	Tunnels	None	None
5	Cross ties and switch ties.....	72,866.60	39,231.38
6	Ballast	22,040.00	22,040.00
7	Rails	147,034.92	100,955.61
8	Track fastenings.....	21,326.60	14,630.05
9	Switches, frogs and railroad crossings.....	4,317.25	2,849.92
10	Track laying and surfacing.....	30,900.00	30,900.00
11	Bridges, trestles and culverts.....	65,981.48	39,588.89
12	Track and bridge tools.....	1,484.00	1,113.00
13	Fences, cattle guards and signs.....	280.65	140.33
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	4,866.56	4,282.57
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	825.00	680.00
18	Miscellaneous buildings	2,920.00	2,336.00
19	Steam and electric power plants, gas plants.....	4,800.00	4,090.00
20	General repair shops.....	3,200.00	2,624.00
21	Shop machinery and tools.....	1,882.00	1,505.60
22	Engine houses, turntables and cinder pits.....	1,750.00	1,380.00
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	4,598.00	3,448.50
29	Adaptation and solidification of roadbed.....	30,674.00	30,674.00
Total of items 1 to 29, inclusive.....		\$556,084.06	\$436,806.85
30	Engineering, superintendence, legal expenses, 4½%	25,023.78	25,023.78
Total of items 1 to 30, inclusive.....		581,107.84	\$461,830.63
31	Locomotives	67,693.00	18,224.76
32	Passenger equipment	1,900.00	1,786.00
33	Freight car equipment	117,325.00	86,232.50
34	Miscellaneous equipment	9,600.00	5,490.00
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$777,615.84	\$573,563.89
36	*Freight on construction material.....	7,921.05	7,921.05
Total of items 1 to 36, inclusive.....		\$785,536.89	\$581,484.94
37	Contingencies, 5% on total of items 1 to 36.....	39,276.84	39,276.84
38	Stores, and supplies, in Minnesota.....	25,000.00	25,000.00
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		30,194.52	30,194.52
Grand totals		\$880,008.25	\$675,956.30

*For cross ties, rails, track fastenings, switches and frogs.
June 30th, 1907.

By DWIGHT C. MORGAN,

Engineer Railroad & Warehouse Commission.

KEY NO. 11.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—DULUTH, UNION DEPOT & TRANSFER.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	None	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings.....	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings.....	2.831		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$379,422.21	\$379,422.21
2	Grading, clearing and grubbing.....	11,712.75	11,712.75
3	Protection work, rip rap, retaining walls.....	None	None
4	Tunnels.....	None	None
5	Cross ties and switch ties.....	5,363.86	2,875.03
6	Ballast.....	2,944.24	2,944.24
7	Rails.....	8,742.13	5,229.64
8	Track fastenings.....	1,034.57	618.83
9	Switches, frogs and railroad crossings.....	4,985.41	2,982.77
10	Track laying and surfacing.....	1,698.60	1,698.60
11	Bridges, trestles and culverts.....	29,610.58	20,814.64
12	Track and bridge tools.....	None	None
13	Fences, cattle guards and signs.....	None	None
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	None	None
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	336,097.55	266,823.16
18	Miscellaneous buildings.....	7,220.00	5,611.13
19	Steam and electric power plants, gas plants.....	1,300.00	1,040.09
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	None	None
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	2,481.09	2,481.09
	Total of items 1 to 29, inclusive.....	\$792,612.99	\$704,254.04
30	Engineering, superintendence, legal expenses, 4½%.....	35,667.58	35,667.58
	Total of items 1 to 30, inclusive.....	\$828,280.57	\$739,921.62
31	Locomotives.....	5,483.40	685.42
32	Passenger equipment.....	None	None
33	Freight car equipment.....	None	None
34	Miscellaneous equipment.....	None	None
35	Marine equipment.....	None	None
	Total of items 1 to 35 inclusive.....	\$833,763.97	\$740,607.04
36	*Freight on construction material.....	49.64	49.54
	Total of items 1 to 36, inclusive.....	\$833,813.61	\$740,656.68
37	Contingencies, 5% on total of items 1 to 36.....	41,690.68	41,690.68
38	Stores, and supplies, in Minnesota.....	1,940.00	1,940.00
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	33,253.30	33,253.30
	Grand totals.....	\$910,697.59	\$817,540.66

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 12.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—GREAT NORTHERN RY.

MAIN LINES.

BRANCHES.

	Miles.		Miles.
Single main track.....	2,006.92	Single main track.....	43.013
Second main track.....	63.39	Second main track.....	None
Third main track.....	9.33	Sidings	25.506
Fourth main track.....	2.29		
Fifth main track.....	2.27		
Sixth main track.....	1.44		
Sidings	534.362		

JOINT OWNERSHIP TRACKS.

	Miles.
Great Northern Ry's. proportion (with N. P. Ry., C. G. W. Ry. and C. St. P., M. & O. Ry.) sidings.....	0.878

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$13,918,819.32	\$13,918,819.32
2	Grading, clearing and grubbing.....	16,531,191.24	16,531,191.24
3	Protection work, rip rap, retaining walls.....	522,498.25	522,498.25
4	Tunnels	None	None
5	Cross ties and switch ties.....	4,404,850.80	2,401,956.77
6	Ballast	2,870,472.43	2,870,472.43
7	Rails	8,644,268.49	6,693,565.02
8	Track fastenings.....	1,903,030.49	1,493,344.67
9	Switches, frogs and railroad crossings.....	284,364.57	199,146.11
10	Track laying and surfacing.....	1,366,615.25	1,366,615.25
11	Bridges, trestles and culverts.....	3,908,810.42	2,836,828.63
12	Track and bridge tools.....	47,786.90	35,840.22
13	Fences, cattle guards and signs.....	443,473.20	221,736.69
14	Stock yards and appurtenances.....	61,542.52	41,045.04
15	Water stations.....	393,794.26	291,284.90
16	Coal stations.....	203,300.00	151,918.00
17	Station buildings and fixtures.....	1,140,050.16	819,220.04
18	Miscellaneous buildings	1,311,074.20	1,103,392.93
19	Steam and electric power plants, gas plants.....	270,420.55	216,356.44
20	General repair shops.....	1,174,436.60	938,128.21
21	Shop machinery and tools.....	528,934.89	423,147.91
22	Engine houses, turntables and cinder pits.....	634,695.00	446,432.59
23	Track scales.....	27,829.00	17,077.40
24	Docks and wharves (incl. coal and ore docks).....	38,392.00	34,552.80
25	Interlocking plants.....	122,192.00	91,295.28
26	Signal apparatus.....	63,092.50	61,334.35
27	Telegraph lines and appurtenances.....	641,306.00	480,979.50
28	Telephone lines and appurtenances.....	3,491.00	2,618.25
29	Adaptation and solidification of roadbed.....	3,219,642.09	3,219,642.09
Total of items 1 to 29, inclusive.....		\$64,680,374.13	\$57,430,419.73
30	Engineering, superintendence, legal expenses, 4½%	2,910,616.84	2,910,616.84
Total of items 1 to 30, inclusive.....		\$67,590,990.97	\$60,341,036.57
31	Locomotives	4,127,544.12	3,145,881.90
32	Passenger equipment	1,835,089.38	1,326,953.13
33	Freight car equipment.....	12,949,934.80	9,149,128.94
34	Miscellaneous equipment	333,805.88	215,605.22
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$86,837,365.15	\$74,178,605.66
36	*Freight on construction material.....	730,138.91	730,138.91
Total of items 1 to 36, inclusive.....		\$87,567,504.06	\$74,908,744.57
37	Contingencies, 5% on total of items 1 to 36.....	4,378,375.20	4,378,375.20
38	Stores, and supplies, in Minnesota.....	1,632,565.00	1,632,565.00
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (4 years).....		13,495,657.92	13,495,657.92
Grand totals		\$107,074,102.18	\$94,415,342.69

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,

Engineer Railroad & Warehouse Commission.

KEY NO. 13.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—MASON CITY & FORT DODGE R. R.

MAIN LINES.

	Miles.
Single main track.....	27.30
Second main track.....	None
Third main track.....	None
Fourth main track.....	None
Fifth main track.....	None
Sixth main track.....	None
Sidings	4.51

BRANCHES.

	Miles.
Single main track.....	None
Second main track.....	None
Sidings	None

JOINT OWNERSHIP TRACKS.

	Miles.
Mason City & Ft. Dodge R. R.'s proportion (with C., Mil. & St. P. Ry.) sidings	0.270

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$73,888.26	\$73,888.26
2	Grading, clearing and grubbing.....	78,889.97	78,889.97
3	Protection work, rip rap, retaining walls.....	None	None
4	Tunnels	None	None
5	Cross ties and switch ties.....	62,371.97	33,648.35
6	Ballast	32,105.51	32,105.51
7	Rails	89,620.03	62,501.27
8	Track fastenings.....	13,241.28	9,227.66
9	Switches, frogs and railroad crossings.....	8,086.85	2,061.02
10	Track laying and surfacing.....	16,040.00	16,040.00
11	Bridges, trestles and culverts.....	54,946.90	36,438.70
12	Track and bridge tools.....	488.00	366.00
13	Fences, cattle guards and signs.....	11,926.40	5,963.20
14	Stock yards and appurtenances.....	2,867.33	1,698.53
15	Water stations.....	2,119.60	1,658.90
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	11,578.36	5,957.30
18	Miscellaneous buildings	713.00	403.35
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	9,000.00	4,050.60
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	2,228.00	1,691.76
26	Signal apparatus.....	100.00	70.90
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	23,987.07	23,987.07
	Total of items 1 to 29, inclusive.....	\$489,196.53	\$390,646.85
30	Engineering, superintendence, legal expenses, 4½%	22,086.84	22,013.34
	Total of items 1 to 30, inclusive.....	\$511,210.37	\$412,660.89
31	Locomotives	18,577.29	7,883.00
32	Passenger equipment	12,745.44	10,934.31
33	Freight car equipment.....	149,610.89	111,534.92
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$692,143.99	\$543,012.92
36	*Freight on construction material.....	17,059.52	17,059.52
	Total of items 1 to 36, inclusive.....	\$709,203.51	\$560,072.44
37	Contingencies, 5% on total of items 1 to 36.....	35,460.17	35,460.17
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	27,408.66	27,408.66
	Grand totals	\$772,072.34	\$622,941.27

*For cross ties, rails, track fastenings, switches and frogs.
June 30th, 1907.

By DWIGHT C. MORGAN,

Engineer Railroad & Warehouse Commission.

KEY NO. 14.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—MINNESOTA TRANSFER RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	11.50	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	58.30		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$919,791.06	\$919,791.06
2	Grading, clearing and grubbing.....	438,349.75	438,349.75
3	Protection work, rip rap, retaining walls.....	None	None
4	Tunnels	None	None
5	Cross ties and switch ties.....	120,276.94	64,920.37
6	Ballast	21,764.50	21,764.50
7	Rails	195,990.91	147,439.77
8	Track fastenings.....	33,861.15	25,497.44
9	Switches, frogs and railroad crossings.....	31,598.34	22,276.03
10	Track laying and surfacing.....	52,060.00	52,060.00
11	Bridges, trestles and culverts.....	139,873.51	99,414.68
12	Track and bridge tools.....	1,514.75	1,136.06
13	Fences, cattle guards and signs.....	4,429.20	2,214.60
14	Stock yards and appurtenances.....	113,812.41	75,273.18
15	Water stations.....	13,598.94	10,138.55
16	Coal stations.....	4,229.98	3,346.78
17	Station buildings and fixtures.....	943.80	674.66
18	Miscellaneous buildings	137,810.77	119,731.58
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	10,938.03	10,548.23
21	Shop machinery and tools.....	10,156.25	8,125.00
22	Engine houses, turntables and cinder pits.....	34,195.96	26,455.89
23	Track scales.....	9,629.00	6,648.80
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	9,752.00	4,630.96
26	Signal apparatus.....	25.00	17.50
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	54,687.36	54,687.36
Total of items 1 to 29, inclusive.....		\$2,359,289.61	\$2,115,192.75
30	Engineering, superintendence, legal expenses, 4½%	106,168.03	106,168.03
Total of items 1 to 30, inclusive.....		\$2,465,457.64	\$2,221,360.78
31	Locomotives	156,786.00	120,177.35
32	Passenger equipment	None	None
33	Freight car equipment.....	600.00	168.00
34	Miscellaneous equipment	1,500.00	900.00
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$2,624,343.64	\$2,342,606.13
36	*Freight on construction material.....	13,703.07	13,703.07
Total of items 1 to 36, inclusive.....		\$2,638,046.71	\$2,356,309.20
37	Contingencies, 5% on total of items 1 to 36.....	131,902.34	131,902.34
38	Stores, and supplies, in Minnesota.....	None	None
Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....		103,334.37	103,334.37
Grand totals		\$2,873,283.42	\$2,591,545.91

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN.

Engineer Railroad & Warehouse Commission.

KEY NO. 15.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—MINNESOTA & INTERNATIONAL R. R.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	161.83	Single main track.....	12.64
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	41.02		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$117,960.45	\$117,960.45
2	Grading, clearing and grubbing.....	983,255.67	983,255.67
3	Protection work, rip rap, retaining walls.....	2,825.00	2,825.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	353,287.25	190,421.53
6	Ballast	224,551.05	224,551.05
7	Rails	577,120.00	420,045.77
8	Track fastenings.....	82,615.91	60,144.38
9	Switches, frogs and railroad crossings.....	17,614.82	12,205.83
10	Track laying and surfacing.....	107,745.00	107,745.00
11	Bridges, trestles and culverts.....	118,477.28	74,586.65
12	Track and bridge tools.....	4,091.50	3,068.62
13	Fences, cattle guards and signs.....	11,677.47	5,838.73
14	Stock yards and appurtenances.....	864.38	624.95
15	Water stations.....	26,510.81	17,921.31
16	Coal stations.....	10,294.00	7,215.44
17	Station buildings and fixtures.....	35,124.30	29,248.64
18	Miscellaneous buildings	20,825.00	17,356.35
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	7,150.00	5,900.50
23	Track scales.....	1,600.00	1,280.00
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	5,700.00	4,560.00
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	21,163.60	15,872.70
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	152,905.51	152,905.51
	Total of items 1 to 29, inclusive.....	\$2,883,359.00	\$2,455,533.90
30	Engineering, superintendence, legal expenses, 4½%	129,751.15	129,751.15
	Total of items 1 to 30, inclusive.....	\$3,013,110.15	\$2,585,285.05
31	Locomotives	163,091.12	124,729.19
32	Passenger equipment	34,700.00	25,760.00
33	Freight car equipment.....	272,250.00	190,790.00
34	Miscellaneous equipment	14,024.75	13,763.76
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$3,497,176.02	\$2,940,328.00
36	*Freight on construction material.....	132,686.41	132,686.41
	Total of items 1 to 36, inclusive.....	\$3,629,862.43	\$3,073,014.41
37	Contingencies, 5% on total of items 1 to 36.....	181,493.12	181,493.12
38	Stores, and supplies, in Minnesota.....	15,875.10	15,875.10
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	139,078.28	139,078.28
	Grand totals	\$3,966,308.93	\$3,409,460.91

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission

KEY NO. 16.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—MINNEAPOLIS EASTERN RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	None	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	4.73		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$593,834.89	\$593,834.89
2	Grading, clearing and grubbing.....	13,500.00	13,500.00
3	Protection work, rip rap, retaining walls.....	6,390.00	6,390.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	8,627.80	4,624.50
6	Ballast	1,198.36	1,198.36
7	Rails	12,452.16	7,448.88
8	Track fastenings.....	2,280.23	1,364.03
9	Switches, frogs and railroad crossings.....	2,443.35	1,462.84
10	Track laying and surfacing.....	3,784.00	3,784.00
11	Bridges, trestles and culverts.....	115,377.14	82,626.22
12	Track and bridge tools.....	150.00	112.50
13	Fences, cattle guards and signs.....	148.75	74.38
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	500.00	400.00
16	Coal stations.....	660.00	646.80
17	Station buildings and fixtures.....	None	None
18	Miscellaneous buildings	1,305.00	1,190.34
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	2,917.00	1,700.60
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	4,145.37	4,145.37
Total of items 1 to 29, inclusive.....		\$769,714.05	\$724,503.71
30	Engineering, superintendence, legal expenses; 4½%	34,637.13	34,637.13
Total of items 1 to 30, inclusive.....		\$804,351.18	\$759,140.84
31	Locomotives	17,697.00	12,935.30
32	Passenger equipment	None	None
33	Freight car equipment.....	None	None
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$822,048.18	\$772,076.14
36	*Freight on construction material.....	300.24	300.24
Total of items 1 to 36, inclusive.....		\$822,348.42	\$772,376.38
37	Contingencies, 5% on total of items 1 to 36.....	41,117.42	41,117.42
38	Stores, and supplies, in Minnesota.....	1,266.14	1,266.14
Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....		32,728.12	12,728.12
Grand totals		\$897,460.10	\$847,488.06

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,

Engineer Railroad & Warehouse Commission.

KEY NO. 17.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—MINNEAPOLIS, ST. P. & SAULT STE. MARIE RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	539.573	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	103.623		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$2,974,028.98	\$2,974,028.98
2	Grading, clearing and grubbing.....	\$2,744,797.98	2,744,797.98
3	Protection work, rip rap, retaining walls.....	2,067.50	2,067.50
4	Tunnels	None	None
5	Cross ties and switch ties.....	941,263.16	583,109.14
6	Ballast	702,427.73	702,427.73
7	Rails	2,300,828.05	2,020,627.77
8	Track fastenings.....	286,500.60	251,180.08
9	Switches, frogs and railroad crossings.....	57,279.58	42,605.68
10	Track laying and surfacing.....	325,044.80	325,044.30
11	Bridges, trestles and culverts.....	634,936.25	500,700.50
12	Track and bridge tools.....	11,212.68	8,409.51
13	Fences, cattle guards and signs.....	241,356.20	135,756.38
14	Stock yards and appurtenances.....	16,503.16	10,218.41
15	Water stations.....	111,936.96	86,136.59
16	Coal stations.....	42,389.10	35,770.23
17	Station buildings and fixtures.....	201,161.62	154,395.63
18	Miscellaneous buildings	318,724.10	294,213.56
19	Steam and electric power plants, gas plants.....	92,379.00	85,377.20
	General repair shops.....	477,057.48	369,557.39
21	Shop machinery and tools.....	213,923.32	186,837.86
22	Engine houses, turntables and cinder pits.....	151,460.50	125,434.48
23	Track scales.....	7,772.00	6,115.70
24	Docks and wharves (incl. coal and ore docks)....	None	None
25	Interlocking plants.....	23,978.00	19,403.52
26	Signal apparatus.....	1,400.00	991.69
27	Telegraph lines and appurtenances.....	135,254.13	108,631.60
28	Telephone lines and appurtenances.....	775.85	613.39
29	Adaptation and solidification of roadbed.....	906,237.91	906,237.91
	Total of items 1 to 29, inclusive.....	\$13,922,696.64	\$12,680,691.32
30	Engineering, superintendence, legal expenses, 4½%	626,521.35	626,521.35
	Total of items 1 to 30, inclusive.....	\$14,549,217.99	\$13,307,212.67
31	Locomotives	1,753,657.19	1,560,561.14
32	Passenger equipment	598,360.26	500,468.52
33	Freight car equipment.....	2,369,158.72	1,511,997.09
34	Miscellaneous equipment	71,517.07	46,242.94
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$19,341,911.23	\$16,926,482.36
36	*Freight on construction material.....	374,129.60	374,129.60
	Total of items 1 to 36, inclusive.....	\$19,716,040.83	\$17,300,611.96
37	Contingencies, 5% on total of items 1 to 36.....	985,802.04	985,802.04
38	Stores, and supplies, in Minnesota.....	160,251.44	160,251.44
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1½ years).....	1,128,588.17	1,128,588.17
	Grand totals	\$21,990,682.48	\$19,575,253.61

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN.

Engineer Railroad & Warehouse Commission.

KEY NO, 20.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—MINNEAPOLIS & ST. LOUIS R. R.		BRANCHES.	
MAIN LINES.			Miles.
Single main track.....	377.01	Single main track.....	1.45
Second main track.....	9.03	Second main track.....	None
Third main track.....	None	Sidings.....	0.224
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings.....	102.372		

JOINT OWNERSHIP TRACKS.

M. & St. L.'s proportion (with C., Mil. & St. P. Ry.) sidings.....	Miles. 2.345
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Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$3,398,754.84	\$3,398,754.84
2	Grading, clearing and grubbing.....	1,867,784.66	1,867,784.66
3	Protection work, rip rap, retaining walls.....	40,370.00	40,370.00
4	Tunnels.....	None	None
5	Cross ties and switch ties.....	971,640.27	530,726.56
6	Ballast.....	379,715.97	379,715.97
7	Rails.....	1,554,760.17	1,226,638.94
8	Track fastenings.....	250,640.18	198,337.55
9	Switches, frogs and railroad crossings.....	61,240.25	42,073.48
10	Track laying and surfacing.....	251,917.80	251,917.80
11	Bridges, trestles and culverts.....	799,106.63	620,465.26
12	Track and bridge tools.....	27,791.00	20,843.25
13	Fences, cattle guards and signs.....	141,038.05	70,519.03
14	Stock yards and appurtenances.....	46,582.49	24,158.63
15	Water stations.....	69,322.46	49,880.11
16	Coal stations.....	25,682.00	17,815.49
17	Station buildings and fixtures.....	230,031.07	137,041.53
18	Miscellaneous buildings.....	30,958.15	16,332.92
19	Steam and electric power plants, gas plants.....	62,528.00	50,989.50
20	General repair shops.....	180,338.00	123,622.66
21	Shop machinery and tools.....	100,074.70	80,059.76
22	Engine houses, turntables and cinder pits.....	144,427.00	106,097.53
23	Track scales.....	6,342.00	4,165.20
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	12,800.00	9,216.00
26	Signal apparatus.....	2,594.00	1,815.80
27	Telegraph lines and appurtenances.....	27,109.00	20,331.75
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	608,896.43	608,896.43
Total of items 1 to 29, inclusive.....		\$11,291,445.12	\$9,898,570.56
30	Engineering, superintendence, legal expenses, 4½ %	508,115.03	508,115.03
Total of items 1 to 30, inclusive.....		\$11,799,560.15	\$10,406,685.59
31	Locomotives.....	573,216.62	357,859.13
32	Passenger equipment.....	340,342.98	216,832.51
33	Freight car equipment.....	1,847,949.06	1,276,193.62
34	Miscellaneous equipment.....	93,906.21	51,347.91
35	Marine equipment.....	None	None
Total of items 1 to 35 inclusive.....		\$14,654,975.02	\$12,308,918.76
36	*Freight on construction material.....	137,988.71	137,988.71
Total of items 1 to 36, inclusive.....		\$14,792,963.73	\$12,446,907.47
37	Contingencies, 5% on total of items 1 to 36.....	739,648.18	739,648.18
38	Stores, and supplies, in Minnesota.....	238,589.00	238,589.00
Interest during construction, 4% on the cost of reproduction, items 1-to 36, inclusive, except item 29 (1½ years).....		851,044.04	851,044.04
Grand totals.....		\$16,622,244.95	\$14,276,188.59

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN.

Engineer Railroad & Warehouse Commission.

KEY NO. 21.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—MINNEAPOLIS UNION RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	2.63	Single main track.....	None
Second main track.....	2.63	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	5.40		

Cost of Reproduction and Present Value of Physical Properties

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$2,216,103.02	\$2,216,103.02
2	Grading, clearing and grubbing.....	122,719.00	122,719.00
3	Protection work, rip rap, retaining walls.....	88,801.50	88,801.50
4	Tunnels	None	None
5	Cross ties and switch ties.....	21,600.50	11,750.67
6	Ballast	12,926.92	12,926.92
7	Rails	33,672.13	22,324.62
8	Track fastenings.....	8,984.04	5,956.42
9	Switches, frogs and railroad crossings.....	8,143.55	5,334.85
10	Track laying and surfacing.....	6,396.00	6,396.00
11	Bridges, trestles and culverts.....	920,042.96	761,016.26
12	Track and bridge tools.....	135.00	101.25
13	Fences, cattle guards and signs.....	51.65	25.83
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	None	None
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	342,500.00	229,358.50
18	Miscellaneous buildings	760.00	500.08
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	None	None
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	9,342.42	9,342.42
Total of items 1 to 29, inclusive.....		\$3,792,178.69	\$3,492,657.34
30	Engineering, superintendence, legal expenses, 4½%	170,648.04	170,648.04
Total of items 1 to 30, inclusive.....		\$3,962,826.73	\$3,663,305.38
31	Locomotives	None	None
32	Passenger equipment	None	None
33	Freight car equipment	None	None
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$3,962,826.73	\$3,663,305.38
36	*Freight on construction material.....	1,965.33	1,965.33
Total of items 1 to 36, inclusive.....		\$3,964,792.06	\$3,665,270.71
37	Contingencies, 5% on total of items 1 to 36.....	198,239.60	198,239.60
38	Stores, and supplies, in Minnesota.....	None	None
Interest during construction, 4% on the cost of reproduction, items-1 to 36, inclusive, except item 29 (1 year).....		158,217.98	158,217.98
Grand totals		\$4,321,249.64	\$4,021,728.29

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 22.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—MINNEAPOLIS WESTERN RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	1.69	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	5.20		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of	Present
		Reproduction, New.	Value.
1	Land for right of way, yards and terminals.....	\$521,324.85	\$521,324.85
2	Grading, clearing and grubbing.....	19,500.00	19,500.00
3	Protection work, rip rap, retaining walls.....	13,494.00	13,494.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	12,255.20	6,617.81
6	Ballast	4,866.70	4,866.70
7	Rails	20,790.58	13,060.67
8	Track fastenings.....	4,454.19	2,797.23
9	Switches, frogs and railroad crossings.....	2,962.75	1,835.07
10	Track laying and surfacing.....	5,512.00	5,512.00
11	Bridges, trestles and culverts.....	\$12,928.58	226,557.34
12	Track and bridge tools.....	135.00	101.25
13	Fences, cattle guards and signs	97.95	48.98
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	1,687.60	843.80
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	None	None
18	Miscellaneous buildings	1,665.00	1,171.04
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	3,500.00	2,012.50
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	6,038.40	6,038.40
	Total of items 1 to 29, inclusive.....	\$931,212.80	\$825,781.64
30	Engineering, superintendence, legal expenses, 4 1/2 %	41,904.58	41,904.58
	Total of items 1 to 30, inclusive.....	\$973,117.38	\$867,686.22
31	Locomotives	15,480.00	8,289.76
32	Passenger equipment	None	None
33	Freight car equipment.....	None	None
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$988,597.38	\$875,975.98
36	* Freight on construction material.....	1,377.72	1,377.72
	Total of items 1 to 36, inclusive.....	\$989,975.10	\$877,353.70
37	Contingencies, 5% on total of items 1 to 36.....	49,498.76	49,498.76
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....	39,357.47	39,357.47
	Grand totals	\$1,078,831.33	\$966,209.93

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN.

Engineer Railroad & Warehouse Commission.

KEY NO. 23.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—NORTHERN PACIFIC RY.

MAIN LINES.

	Miles.
Single main track.....	967.085
Second main track.....	108.720
Third main track.....	1.400
Sidings	442.349

JOINT OWNERSHIP TRACKS.

	Miles.
Nor. Pac. Ry.'s proportion (with Gt. Nor., C., St. P., M. & O., M. & N. Wis., and C. G. W. Rys.) sidings.....	3.802

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$15,385,078.47	\$15,385,078.47
2	Grading, clearing and grubbing.....	7,695,858.70	7,695,858.70
3	Protection work, rip rap, retaining walls.....	486,530.25	486,530.25
4	Tunnels	253,250.00	215,262.50
5	Cross ties and switch ties.....	2,617,227.48	1,424,725.95
6	Ballast	1,266,932.79	1,266,932.79
7	Rails	4,728,531.72	3,552,777.93
8	Track fastenings.....	631,213.36	473,183.14
9	Switches, frogs and railroad crossings.....	259,590.36	176,889.59
10	Track laying and surfacing.....	792,636.00	792,636.00
11	Bridges, trestles and culverts.....	2,578,014.79	1,811,169.31
12	Track and bridge tools.....	27,796.49	20,847.39
13	Fences, cattle guards and signs.....	422,104.71	211,052.36
14	Stock yards and appurtenances.....	19,711.63	12,762.24
15	Water stations.....	218,861.17	144,283.35
16	Coal stations.....	110,749.00	72,287.28
17	Station buildings and fixtures.....	493,578.39	301,595.85
18	Miscellaneous buildings.....	1,234,433.54	920,265.73
19	Steam and electric power plants, gas plants.....	168,562.69	139,816.74
20	General repair shops.....	1,183,201.00	783,419.05
21	Shop machinery and tools.....	450,185.94	363,863.67
22	Engine houses, turntables and cinder pits.....	591,692.72	376,623.61
23	Track scales.....	33,889.00	24,732.60
24	Docks and wharves (incl. coal and ore docks).....	781,518.23	635,839.24
25	Interlocking plants.....	60,348.00	37,658.52
26	Signal apparatus.....	41,650.00	29,155.00
27	Telegraph lines and appurtenances.....	261,004.82	195,753.65
28	Telephone lines and appurtenances.....	3,044.20	2,283.19
29	Adaptation and solidification of roadbed.....	1,613,612.76	1,613,612.76
	Total of items 1 to 29, inclusive.....	\$44,410,803.21	\$39,166,906.06
30	Engineering, superintendence, legal expenses, 4½%	1,998,486.37	1,998,486.37
	Total of items 1 to 30, inclusive.....	\$46,409,294.58	\$41,165,392.43
31	Locomotives	3,230,790.51	2,498,580.52
32	Passenger equipment	1,288,293.18	883,769.12
33	Freight car equipment.....	7,911,927.92	6,123,832.91
34	Miscellaneous equipment	339,709.40	210,049.84
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$59,180,015.59	\$50,881,624.12
36	*Freight on construction material.....	348,915.57	348,915.57
	Total of items 1 to 36, inclusive.....	\$59,528,931.16	\$51,230,539.69
37	Contingencies, 5% on total of items 1 to 36.....	2,976,446.56	2,976,446.56
38	Stores, and supplies, in Minnesota.....	2,259,351.68	2,259,351.68
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (2 years).....	4,633,225.47	4,633,225.47
	Grand totals	\$69,397,954.87	\$61,099,563.40

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN.
Engineer Railroad & Warehouse Commission.

KEY NO. 24.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—ST. PAUL UNION DEPOT.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	None	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	8.76		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$3,069,563.95	\$3,069,563.95
2	Grading, clearing and grubbing.....	124,038.00	124,038.00
3	Protection work, rip rap, retaining walls.....	22,237.69	22,237.69
4	Tunnels	None	None
5	Cross ties and switch ties.....	21,244.04	11,471.78
6	Ballast	9,504.60	9,504.60
7	Rails	30,019.50	25,636.65
8	Track fastenings.....	6,174.09	5,272.67
9	Switches, frogs and railroad crossings.....	18,039.09	14,811.85
10	Track laying and surfacing.....	7,008.00	7,008.00
11	Bridges, trestles and culverts.....	11,075.01	10,155.11
12	Track and bridge tools.....	180.16	135.12
13	Fences, cattle guards and signs.....	132.79	66.40
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	3,596.80	2,119.72
16	Coal stations.....	300.00	228.60
17	Station buildings and fixtures.....	463,000.00	324,100.60
18	Miscellaneous buildings	955.00	742.99
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	1,500.00	1,350.00
21	Shop machinery and tools.....	547.75	438.20
22	Engine houses, turntables and cinder pits.....	8,000.00	6,800.00
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	100.00	70.00
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	143.00	107.25
29	Adaptation and solidification of roadbed.....	7,677.26	7,677.26
	Total of items 1 to 29, inclusive.....	\$3,805,036.73	\$3,643,535.24
30	Engineering, superintendence, legal expenses, 4½ %	171,226.65	171,226.65
	Total of items 1 to 30, inclusive.....	\$3,976,263.38	\$3,814,761.89
31	Locomotives	12,196.80	4,342.06
32	Passenger equipment	None	None
33	Freight car equipment	None	None
34	Miscellaneous equipment	2,137.00	1,602.75
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$3,990,597.18	\$3,820,706.70
36	*Freight on construction material.....	55.80	55.80
	Total of items 1 to 36, inclusive.....	\$3,990,652.98	\$3,820,762.57
37	Contingencies, 5% on total of items 1 to 36.....	199,532.65	199,532.65
38	Stores, and supplies, in Minnesota.....	4,697.00	4,697.60
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....	159,319.03	159,319.03
	Grand totals	\$4,354,201.66	\$4,184,311.18

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 25.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—WISCONSIN CENTRAL RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	23.600	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	17.480		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,127,785.85	\$1,127,785.85
2	Grading, clearing and grubbing.....	185,267.00	185,267.00
3	Protection work, rip rap, retaining walls.....	1,338.75	1,338.75
4	Tunnels	None	None
5	Cross ties and switch ties.....	57,290.77	31,223.47
6	Ballast	44,467.40	44,467.40
7	Rails	128,018.45	90,780.63
8	Track fastenings.....	18,247.85	12,937.73
9	Switches, frogs and railroad crossings.....	10,871.00	7,393.65
10	Track laying and surfacing.....	22,594.00	22,594.00
11	Bridges, trestles and culverts.....	134,229.35	95,895.29
12	Track and bridge tools.....	482.43	361.82
13	Fences, cattle guards and signs.....	10,618.01	5,306.51
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	12,833.48	9,588.94
16	Coal stations.....	9,560.00	8,504.00
17	Station buildings and fixtures.....	6,478.60	4,609.37
18	Miscellaneous buildings	154,296.26	134,693.34
19	Steam and electric power plants, gas plants.....	2,878.00	2,302.40
20	General repair shops.....	9,615.40	8,452.29
21	Shop machinery and tools.....	6,812.00	5,449.60
22	Engine houses, turntables and cinder pits.....	36,918.00	30,182.30
23	Track scales.....	6,030.00	3,998.60
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	5,210.00	4,376.40
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	5,840.00	4,005.00
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	41,366.08	41,366.08
Total of items 1 to 29, inclusive.....		\$2,037,543.68	\$1,882,880.82
30	Engineering, superintendence, legal expenses, 4½%	91,689.47	91,689.47
Total of items 1 to 30, inclusive.....		\$2,129,233.15	\$1,974,570.29
31	Locomotives	185,313.84	123,681.57
32	Passenger equipment	24,256.26	13,816.36
33	Freight car equipment	189,900.52	96,374.51
34	Miscellaneous equipment	8,539.28	4,383.21
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$2,537,243.05	\$2,212,825.94
36	*Freight on construction material.....	8,444.94	8,444.54
Total of items 1 to 36, inclusive.....		\$2,545,687.99	\$2,221,270.88
37	Contingencies, 5% on total of items 1 to 36.....	127,284.40	127,284.40
38	Stores, and supplies, in Minnesota.....	7,178.20	7,178.20
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		100,172.88	100,172.88
Grand totals		\$2,780,323.47	\$2,455,906.36

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,

Engineer Railroad & Warehouse Commission.

KEY NO. 26.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—WISCONSIN, MINNESOTA & PACIFIC RY.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	243.48	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	37.42		
JOINT OWNERSHIP TRACKS.			
			Miles.
Wis., Minn. & Pac. Ry.'s proportion (with C., Mh. & St. P. Ry.) single main track			0.550
Wis., Minn. & Pac. Ry.'s proportion (with C., Mil. & St. P. Ry.) second main track			0.455
Wis., Minn. & Pac. Ry.'s proportion (with C., Mil. & St. P. Ry.) sidings.....			0.235

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$836,537.23	\$836,537.23
2	Grading, clearing and grubbing.....	1,468,127.76	1,468,127.76
3	Protection work, rip rap, retaining walls.....	49,088.00	49,088.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	502,013.07	270,762.03
6	Ballast	225,562.26	225,562.26
7	Rails	794,209.13	593,570.51
8	Track fastenings.....	114,668.87	85,524.74
9	Switches, frogs and railroad crossings.....	25,471.34	17,909.56
10	Track laying and surfacing.....	141,194.00	141,194.00
11	Bridges, trestles and culverts.....	583,481.60	404,184.45
12	Track and bridge tools.....	5,465.67	4,099.26
13	Fences, cattle guards and signs.....	108,693.36	54,346.70
14	Stock yards and appurtenances.....	30,004.30	18,539.60
15	Water stations.....	35,100.67	24,785.06
16	Coal stations.....	11,000.00	8,480.60
17	Station buildings and fixtures.....	125,825.63	98,726.33
18	Miscellaneous buildings	25,721.70	18,852.63
19	Steam and electric power plants, gas plants.....	1,900.00	1,520.00
20	General repair shops.....	6,000.00	5,760.00
21	Shop machinery and tools.....	4,708.00	3,766.40
22	Engine houses, turntables and cinder pits.....	29,735.00	23,359.75
23	Track scales.....	3,358.00	2,194.50
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	21,928.25	16,086.77
26	Signal apparatus.....	630.00	441.00
27	Telegraph lines and appurtenances.....	17,675.02	13,256.27
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	214,266.65	214,266.65
Total of items 1 to 29, inclusive.....		\$5,382,365.51	\$4,600,941.56
30	Engineering, superintendence, legal expenses, 4½%	242,206.45	242,206.45
Total of items 1 to 30, inclusive.....		\$5,624,571.96	\$4,843,148.31
31	Locomotives	181,285.64	81,090.87
32	Passenger equipment	20,536.99	13,143.67
33	Freight car equipment.....	73,247.43	50,408.58
34	Miscellaneous equipment	18,025.00	13,912.00
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$5,917,667.02	\$5,001,703.73
36	*Freight on construction material.....	110,060.08	110,060.68
Total of items 1 to 36, inclusive.....		\$6,027,727.10	\$5,111,763.51
37	Contingencies, 5% on total of items 1 to 36.....	301,386.36	301,386.36
38	Stores, and supplies, in Minnesota.....	None	None
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		232,538.42	232,538.42
Grand totals		\$6,561,651.88	\$5,645,688.59

*For cross ties, rails, track fastenings, switches and frogs.
June 30th, 1907.

By DWIGHT C. MORGAN.

Engineer Railroad & Warehouse Commission.

KEY NO. 27.

ESTIMATE "A."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Name of Operating Company—ILLINOIS CENTRAL R. R.

MAIN LINES.		BRANCHES.	
	Miles.		Miles.
Single main track.....	30.17	Single main track.....	None
Second main track.....	None	Second main track.....	None
Third main track.....	None	Sidings	None
Fourth main track.....	None		
Fifth main track.....	None		
Sixth main track.....	None		
Sidings	6.34		

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$149,436.66	\$149,436.66
2	Grading, clearing and grubbing.....	136,943.00	136,943.00
3	Protection work, rip rap, retaining walls.....	None	None
4	Tunnels	None	None
5	Cross ties and switch ties.....	79,292.56	43,237.77
6	Ballast	25,551.59	25,551.59
7	Rails	107,908.42	72,719.83
8	Track fastenings.....	13,528.07	9,120.88
9	Switches, frogs and railroad crossings.....	3,435.49	2,231.66
10	Track laying and surfacing.....	18,255.00	18,255.00
11	Bridges, trestles and culverts.....	67,730.21	51,805.81
12	Track and bridge tools.....	1,500.00	1,125.00
13	Fences, cattle guards and signs.....	13,188.65	6,594.33
14	Stock yards and appurtenances.....	6,961.06	4,354.28
15	Water stations.....	1,736.00	868.00
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	12,184.10	9,208.74
18	Miscellaneous buildings	6,050.00	3,695.00
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	None	None
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	132.00	32.40
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	42,891.02	42,891.02
Total of items 1 to 29, inclusive.....		\$686,723.83	\$578,130.97
30	Engineering, superintendence, legal expenses, 4½%	30,902.57	30,902.57
Total of items 1 to 30, inclusive.....		\$717,626.40	\$609,033.54
31	Locomotives	29,371.73	17,969.72
32	Passenger equipment	23,636.14	16,427.12
33	Freight car equipment	77,762.76	61,510.34
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$848,397.03	\$704,940.72
36	*Freight on construction material.....	19,508.63	19,508.63
Total of items 1 to 36, inclusive.....		\$867,905.66	\$724,449.35
37	Contingencies, 5% on total of items 1 to 36.....	43,395.28	43,395.28
38	Stores, and supplies, in Minnesota.....	None	None
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		33,000.58	33,000.58
Grand totals		\$944,301.52	\$800,845.21

*For cross ties, rails, track fastenings, switches and frogs.

June 30th, 1907.

By DWIGHT C. MORGAN,
Engineer Railroad & Warehouse Commission.

KEY NO. 28.

APPENDIX "B"
ESTIMATE "B" DETAILS FOR EACH
RAILROAD APPRAISED.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

	Miles.
Main Line, single main track.....	22.26
Main Line, second main track.....	0.16
Sidings.....	26.40
Branches, single main track.....	1.20
Sidings.....	1.76

JOINT OWNERSHIP TRACKS.

	Miles.
Chicago, Burlington & Quincy R. R. Co.'s proportion with (C., M. & St. P. Ry.) sidings.....	0.88

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$567,165.17	\$567,165.17
2	Grading, clearing and grubbing.....	432,821.75	432,821.75
3	Protection work, rip rap, retaining walls.....	42,928.75	42,928.75
4	Tunnels.....	None	None
5	Cross ties and switch ties.....	101,740.62	54,736.49
6	Ballast.....	50,683.68	50,683.68
7	Rails.....	175,305.64	127,185.41
8	Track fastenings.....	34,811.52	25,274.96
9	Switches, frogs and railroad crossings.....	12,245.20	8,446.20
10	Track laying and surfacing.....	31,508.00	31,508.00
11	Bridges, trestles and culverts.....	115,038.95	92,996.05
12	Track and bridge tools.....	950.00	712.50
13	Fences, cattle guards and signs.....	3,304.21	1,652.11
14	Stock yards and appurtenances.....	377.64	245.47
15	Water stations.....	3,200.95	2,394.68
16	Coal stations.....	8,500.00	3,400.60
17	Station buildings and fixtures.....	35,683.00	25,396.00
18	Miscellaneous buildings.....	47,489.00	32,407.53
19	Steam and electric power plants, gas plants.....	2,982.00	2,383.60
20	General repair shops.....	None	None
21	Shop machinery and tools.....	661.00	528.80
22	Engine houses, turntables and cinder pits.....	33,880.00	28,334.22
23	Track scales.....	2,867.00	2,100.20
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	12,845.62	10,790.32
26	Signal apparatus.....	565.00	395.50
27	Telegraph lines and appurtenances.....	4,884.00	3,663.00
28	Telephone lines and appurtenances.....	135.00	101.25
29	Adaptation and solidification of roadbed.....	39,297.78	39,297.78
	Total of items 1 to 29, inclusive.....	\$1,761,871.48	\$1,587,461.49
30	Engineering, superintendence, legal expenses, 4½%.....	79,284.22	79,284.22
	Total of items 1 to 30, inclusive.....	\$1,841,155.70	\$1,666,745.71
31	Locomotives.....	146,112.48	128,321.48
32	Passenger equipment.....	35,237.78	21,654.09
33	Freight car equipment.....	250,525.23	139,746.16
34	Miscellaneous equipment.....	6,586.00	2,467.98
35	Marine equipment.....	None	None
	Total of items 1 to 35 inclusive.....	\$2,279,617.19	\$1,958,935.42
36	*Freight on construction material.....	5,735.38	5,735.38
	Total of items 1 to 36, inclusive.....	\$2,285,352.57	\$1,964,670.80
37	Contingencies, 5% on total of items 1 to 36.....	114,267.63	114,267.63
38	Stores, and supplies, in Minnesota.....	5,500.00	5,500.00
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....	89,842.19	89,842.19
	Grand totals.....	\$2,494,962.39	\$2,174,280.62
	Omitting adap. and solid'n of roadbed, \$43,031.07..	\$2,451,931.32	\$2,131,249.55

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 2.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

CHICAGO, GREAT WESTERN RAILWAY.

	Miles.
Main Line, single main track.....	117.59
Main Line, second main track.....	14.45
Sidings	69.212

JOINT OWNERSHIP TRACKS.

	Miles.
Chicago Great Western Ry. Co.'s proportion with (Nor. Pac. and Gt. Nor. Rys.) sidings	0.559

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,006,676.50	\$1,006,676.50
2	Grading, clearing and grubbing.....	1,082,817.12	1,082,817.12
3	Protection work, rip rap, retaining walls.....	5,099.25	5,099.25
4	Tunnels	None	None
5	Cross ties and switch ties.....	397,384.69	216,606.61
6	Ballast	185,546.11	185,546.11
7	Rails	614,279.85	471,159.23
8	Track fastenings.....	84,801.35	64,837.93
9	Switches, frogs and railroad crossings.....	36,236.23	25,268.56
10	Track laying and surfacing.....	99,220.60	99,220.60
11	Bridges, trestles and culverts.....	487,059.72	378,295.58
12	Track and bridge tools.....	4,240.00	3,180.60
13	Fences, cattle guards and signs.....	69,247.99	34,024.00
14	Stock yards and appurtenances.....	16,272.34	9,819.10
15	Water stations.....	65,800.53	43,314.69
16	Coal stations.....	24,800.00	17,612.00
17	Station buildings and fixtures.....	121,467.35	77,003.16
18	Miscellaneous buildings	36,764.40	25,202.11
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	14,000.00	8,120.00
21	Shop machinery and tools.....	9,907.05	7,925.64
22	Engine houses, turntables and cinder pits.....	71,304.00	49,652.70
23	Track scales.....	3,829.00	2,297.40
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	18,291.57	12,544.17
26	Signal apparatus.....	9,811.00	6,867.70
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	73.00	54.75
29	Adaptation and solidification of roadbed.....	203,973.34	203,973.21
	Total of Items 1 to 29, inclusive.....	\$4,658,902.99	\$4,037,718.05
30	Engineering, superintendence, legal expenses, 4½%	209,650.63	209,650.53
	Total of Items 1 to 30, inclusive.....	\$4,858,553.62	\$4,247,368.68
31	Locomotives	545,597.16	430,491.94
32	Passenger equipment	195,636.49	134,441.39
33	Freight car equipment.....	597,189.48	343,981.14
34	Miscellaneous equipment	18,173.00	13,099.10
35	Marine equipment	None	None
	Total of Items 1 to 35 inclusive.....	\$6,225,149.75	\$5,169,382.25
36	*Freight on construction material.....	37,809.67	37,809.67
	Total of Items 1 to 36, inclusive.....	\$6,262,959.42	\$5,207,191.92
37	Contingencies, 5% on total of items 1 to 36.....	313,147.97	313,147.97
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....	242,359.44	242,359.44
	Grand totals	\$6,818,466.83	\$5,762,699.33
	Omitting adap. and solid'n of roadbed, \$223,350.81..	\$6,595,116.02	\$5,539,348.52

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 3.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

	Miles.
Main Line, single main track.....	1,199.330
Main Line, second main track.....	35.094
Main Line, third main track.....	1.630
Sidings	258.960

JOINT OWNERSHIP TRACKS.

	Miles.
C., M. & St. P. Ry. Co.'s proportion with (W., M. & P. and C., St. P., M. & O. Rys.) single main track.....	2.650
C., M. & St. P. Ry. Co.'s proportion with (W., M. & P. and C., St. P., M. & O. Rys.) second main track.....	1.095
C., M. & St. P. Ry. Co.'s proportion with (M. & St. L., C., St. P., M. & O., M. C. & F. D., N. W., C. B. & Q. and W. M. & O. Rys.) sidings.....	4.510

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$6,355,933.84	\$6,355,933.84
2	Grading, clearing and grubbing.....	8,017,432.46	8,017,432.46
3	Protection work, rip rap, retaining walls.....	552,602.00	552,602.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	2,674,347.07	1,459,473.35
6	Ballast	875,209.69	875,209.69
7	Rails	4,668,940.12	3,591,427.75
8	Track fastenings.....	954,663.32	735,749.31
9	Switches, frogs and railroad crossings.....	157,585.75	111,050.30
10	Track laying and surfacing.....	763,232.50	763,232.50
11	Bridges, trestles and culverts.....	3,206,558.29	2,461,858.55
12	Track and bridge tools.....	19,331.00	14,498.25
13	Fences, cattle guards and signs.....	608,748.99	308,681.00
14	Stock yards and appurtenances.....	92,113.57	60,969.56
15	Water stations.....	214,920.68	156,921.46
16	Coal stations.....	65,166.00	32,909.98
17	Station buildings and fixtures.....	861,268.20	552,551.64
18	Miscellaneous buildings	510,852.32	378,015.57
19	Steam and electric power plants, gas plants.....	46,652.70	37,322.16
20	General repair shops.....	313,379.00	148,836.18
21	Shop machinery and tools.....	120,535.48	96,428.39
22	Engine houses, turntables and cinder pits.....	265,304.40	133,035.63
23	Track scales.....	20,133.00	14,606.55
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	34,797.79	24,629.92
26	Signal apparatus.....	16,741.00	11,718.70
27	Telegraph lines and appurtenances.....	144,738.50	108,553.90
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	1,711,070.20	1,711,070.20
Total of items 1 to 29, inclusive.....		\$33,272,257.87	\$28,714,717.89
30	Engineering, superintendence, legal expenses, 4 1/2 %	1,497,251.60	1,497,251.60
Total of items 1 to 30, inclusive.....		\$34,769,509.47	\$30,211,969.49
31	Locomotives	1,497,935.35	769,075.59
32	Passenger equipment	927,500.29	602,596.94
33	Freight car equipment.....	4,264,228.56	2,763,644.53
34	Miscellaneous equipment	72,420.89	52,664.47
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$41,531,594.56	\$34,399,953.62
36	*Freight on construction material.....	500,259.49	500,259.49
Total of items 1 to 36, inclusive.....		\$42,031,854.05	\$34,900,212.81
37	Contingencies, 5% on total of items 1 to 36.....	2,101,592.70	2,101,592.70
38	Stores, and supplies, in Minnesota.....	167,567.11	167,567.11
Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (2 1/2 years).....		4,032,078.39	4,032,078.39
Grand totals		\$48,333,092.25	\$41,201,450.71
Omitting adap. and solid'n of roadbed, \$1,873,621.87		\$46,459,470.38	\$39,327,828.84

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 4.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

CHICAGO & NORTHWESTERN RAILWAY.

	Miles.
Main Line, single main track.....	661.277
Sidings	137.848

JOINT OWNERSHIP TRACKS.

	Miles.
Chicago & Northwestern Ry. Co.'s proportion with (C. M. & St. P. and C. St. P. M. & O. Rys.) sidings.....	1.605

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,053,811.51	\$1,053,811.51
2	Grading, clearing and grubbing.....	2,959,533.50	2,959,533.50
3	Protection work, rip rap, retaining walls.....	62,093.13	62,093.13
4	Tunnels	None	None
5	Cross ties and switch ties.....	1,331,067.59	725,861.40
6	Ballast	475,787.84	475,787.84
7	Rails	2,418,232.74	1,745,532.95
8	Track fastenings.....	422,956.64	306,311.63
9	Switches, frogs and railroad crossings.....	76,246.68	52,088.70
10	Track laying and surfacing.....	395,145.00	395,145.00
11	Bridges, trestles and culverts.....	1,701,522.22	1,146,551.71
12	Track and bridge tools.....	15,623.05	11,717.28
13	Fences, cattle guards and signs.....	301,275.54	150,637.82
14	Stock yards and appurtenances.....	83,877.43	48,027.89
15	Water stations.....	145,654.27	95,456.71
16	Coal stations.....	55,908.00	37,091.52
17	Station buildings and fixtures.....	358,360.24	218,883.18
18	Miscellaneous buildings	89,473.73	59,625.27
19	Steam and electric power plants, gas plants.....	26,220.20	20,976.16
20	General repair shops.....	133,823.33	92,046.57
21	Shop machinery and tools.....	96,570.00	77,256.90
22	Engine houses, turntables and cinder pits.....	252,920.00	130,097.81
23	Track scales.....	11,263.50	7,118.10
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	18,512.51	12,435.98
26	Signal apparatus.....	8,800.00	6,160.00
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	216.00	162.00
29	Adaptation and solidification of roadbed.....	941,584.88	941,584.88
	Total of items 1 to 29, inclusive.....	\$13,436,479.53	\$10,831,993.85
30	Engineering, superintendence, legal expenses, 4½%	604,641.58	604,641.58
	Total of items 1 to 30, inclusive.....	\$14,041,121.11	\$11,436,635.43
31	Locomotives	566,113.53	305,937.48
32	Passenger equipment	381,986.11	218,648.55
33	Freight car equipment.....	2,120,245.49	1,419,716.38
34	Miscellaneous equipment	36,202.50	13,686.50
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$17,145,668.74	\$13,394,624.64
36	*Freight on construction material.....	537,821.67	537,821.67
	Total of items 1 to 36, inclusive.....	\$17,683,490.41	\$13,932,446.31
37	Contingencies, 5% on total of items 1 to 36.....	884,174.52	884,174.52
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1½ years).....	1,004,514.33	1,004,514.33
	Grand totals	\$19,572,179.26	\$15,821,135.16
	Omitting adap. and solid'n of roadbed, \$1,031,035.44	\$18,541,143.82	\$14,790,099.72

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 5.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

	Miles.
Main Line, single main track.....	236.21
Sidings	32.896

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$658,962.88	\$658,962.88
2	Grading, clearing and grubbing.....	1,693,033.40	1,693,033.40
3	Protection work, rip rap, retaining walls.....	36,389.75	36,389.75
4	Tunnels	None	None
5	Cross ties and switch ties.....	517,339.09	311,428.45
6	Ballast	133,062.45	133,062.45
7	Rails	825,687.95	673,256.13
8	Track fastenings.....	126,980.15	103,907.42
9	Switches, frogs and railroad crossings.....	22,195.11	16,292.63
10	Track laying and surfacing.....	136,620.00	136,620.00
11	Bridges, trestles and culverts.....	644,482.59	520,982.78
12	Track and bridge tools.....	7,809.15	5,856.86
13	Fences, cattle guards and signs.....	100,723.59	50,361.83
14	Stock yards and appurtenances.....	23,884.03	16,012.42
15	Water stations.....	34,394.31	28,702.46
16	Coal stations.....	25,198.00	20,796.56
17	Station buildings and fixtures.....	344,005.19	304,099.02
18	Miscellaneous buildings	5,688.40	4,117.54
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	225.00	180.00
22	Engine houses, turntables and cinder pits.....	51,365.00	38,306.83
23	Track scales.....	1,400.00	1,120.00
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	26,023.00	20,677.48
26	Signal apparatus.....	650.00	455.00
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	296.00	222.00
29	Adaptation and solidification of roadbed.....	276,907.34	276,907.54
Total of items 1 to 29, inclusive.....		\$5,693,322.38	\$5,051,750.95
30	Engineering, superintendence, legal expenses, 4½%	256,199.51	256,199.51
Total of items 1 to 30, inclusive.....		\$5,949,521.89	\$5,307,950.46
31	Locomotives	334,119.05	235,611.09
32	Passenger equipment	96,968.21	65,812.32
33	Freight car equipment.....	591,191.53	449,306.00
34	Miscellaneous equipment	6,458.71	2,964.38
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$6,978,259.39	\$6,061,644.25
36	*Freight on construction material.....	171,282.56	171,282.56
Total of items 1 to 36, inclusive.....		\$7,149,541.95	\$6,232,926.81
37	Contingencies, 5% on total of items 1 to 36.....	357,477.10	357,477.10
38	Stores, and supplies, in Minnesota.....	15,000.00	15,000.00
Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....		274,905.38	274,905.38
Grand totals		\$7,796,924.43	\$6,880,309.29
Omitting adap. and solid'n of roadbed, \$303,213.54.		\$7,493,710.89	\$6,577,095.75

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 6.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.

	Miles.
Main Line, single main track.....	429.02
Main Line, second main track.....	22.95
Main Line, third main track.....	3.18
Main Line, fourth main track.....	3.18
Sidings	198.73

JOINT OWNERSHIP TRACKS.

	Miles.
C. St. P. M. & O. Ry. Co.'s proportion with (N. P., G. N., C. M. & St. P. and C. & N. W. Rys.) single main track.....	2.100
C. St. P. M. & O. Ry. Co.'s proportion with (N. P., G. N., C. M. & St. P. and C. & N. W. Rys.) second main track.....	0.640
C. St. P. M. & O. Ry. Co.'s proportion with (N. P., G. N., C. M. & St. P. and C. & N. W. Rys.) sidings.....	2.824

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$4,245,392.75	\$4,245,392.75
2	Grading, clearing and grubbing.....	2,758,845.10	2,758,845.10
3	Protection work, rip rap, retaining walls.....	288,963.60	288,963.60
4	Tunnels	None	None
5	Cross ties and switch ties.....	1,211,389.89	657,860.59
6	Ballast	640,250.40	540,250.40
7	Rails	2,100,875.53	1,515,247.60
8	Track fastenings.....	355,725.83	256,080.18
9	Switches, frogs and railroad crossings.....	124,701.40	83,568.83
10	Track laying and surfacing.....	344,847.00	344,847.90
11	Bridges, trestles and culverts.....	1,507,801.01	1,103,995.61
12	Track and bridge tools.....	10,144.84	7,698.63
13	Fences, cattle guards and signs.....	208,759.77	103,879.93
14	Stock yards and appurtenances.....	44,064.82	24,772.05
15	Water stations.....	140,755.43	108,239.51
16	Coal stations.....	45,210.80	28,823.66
17	Station buildings and fixtures.....	528,215.55	390,254.51
18	Miscellaneous buildings	189,828.91	120,971.05
19	Steam and electric power plants, gas plants.....	66,015.50	53,259.49
20	General repair shops.....	244,411.07	166,684.13
21	Shop machinery and tools.....	188,195.51	150,556.42
22	Engine houses, turntables and cinder pits.....	304,783.00	195,434.64
23	Track scales.....	16,794.50	11,155.10
24	Docks and wharves (incl. coal and ore docks).....	104,497.98	95,589.18
25	Interlocking plants.....	15,832.25	11,225.27
26	Signal apparatus.....	7,341.65	5,139.15
27	Telegraph lines and appurtenances.....	111.85	83.89
28	Telephone lines and appurtenances.....	622.00	466.50
29	Adaptation and solidification of roadbed.....	649,000.48	649,000.48
	Total of items 1 to 29, inclusive.....	\$16,343,378.42	\$14,018,246.60
30	Engineering, superintendence, legal expenses, 4½%	735,452.03	735,452.03
	Total of items 1 to 30, inclusive.....	\$17,078,830.45	\$14,753,698.63
31	Locomotives.....	1,049,557.94	679,292.76
32	Passenger equipment	516,052.27	300,858.47
33	Freight car equipment.....	1,936,612.21	932,202.37
34	Miscellaneous equipment	49,628.51	24,183.93
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$20,630,681.38	\$16,690,241.16
36	*Freight on construction material.....	195,254.24	195,254.24
	Total of items 1 to 36, inclusive.....	\$20,825,935.62	\$16,885,495.40
37	Contingencies, 5% on total of items 1 to 36.....	1,041,296.78	1,041,296.78
38	Stores, and supplies, in Minnesota.....	186,213.13	186,213.13
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....	1,210,616.11	1,210,616.11
	Grand totals	\$23,264,061.64	\$19,323,621.42
	Omitting adap. and solid'n of roadbed, \$710,655.53.	\$22,553,406.11	\$18,612,965.89

†As of Sept. 4, 1907.

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 7.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

DULUTH* & IRON RANGE RAILROAD.

	Miles.
Main Line, single main track.....	155.577
Main Line, second main track.....	73.736
Sidings	80.346
Branches, single main track.....	85.254
Sidings	15.134

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$625,556.25	\$625,556.25
2	Grading, clearing and grubbing.....	4,105,471.30	4,105,471.30
3	Protection work, rip rap, retaining walls.....	189,981.50	189,981.50
4	Tunnels	None	None
5	Cross ties and switch ties.....	510,249.63	279,618.80
6	Ballast	646,129.49	646,129.49
7	Rails	1,445,470.53	1,057,927.65
8	Track fastenings.....	237,439.23	173,805.52
9	Switches, frogs and railroad crossings.....	82,582.15	57,316.67
10	Track laying and surfacing.....	205,023.50	205,023.50
11	Bridges, trestles and culverts.....	447,831.11	320,312.12
12	Track and bridge tools.....	5,497.76	4,123.32
13	Fences, cattle guards and signs.....	44,775.05	22,387.53
14	Stock yards and appurtenances.....	889.10	755.74
15	Water stations.....	66,427.91	37,260.52
16	Coal stations.....	30,665.00	23,079.00
17	Station buildings and fixtures.....	113,437.10	86,460.49
18	Miscellaneous buildings	104,203.00	70,870.10
19	Steam and electric power plants, gas plants.....	24,176.19	19,340.95
20	General repair shops.....	190,252.00	134,847.36
21	Shop machinery and tools.....	53,128.73	42,502.98
22	Engine houses, turntables and cinder pits.....	133,156.00	87,729.47
23	Track scales.....	24,294.00	19,485.20
24	Docks and wharves (incl. coal and ore docks).....	1,779,570.00	1,001,613.00
25	Interlocking plants.....	None	None
26	Signal apparatus.....	1,546.06	1,082.24
27	Telegraph lines and appurtenances.....	38,113.00	28,584.75
28	Telephone lines and appurtenances.....	76,880.00	57,660.00
29	Adaptation and solidification of roadbed.....	551,373.04	551,373.04
	Total of items 1 to 29, inclusive.....	\$11,739,118.63	\$10,450,248.49
30	Engineering, superintendence, legal expenses, 4½%	528,260.34	528,260.34
	Total of items 1 to 30, inclusive.....	\$12,267,378.97	\$10,978,508.83
31	Locomotives	1,083,586.87	793,416.36
32	Passenger equipment	111,600.00	62,458.50
33	Freight car equipment.....	3,947,008.22	2,819,592.55
34	Miscellaneous equipment	55,857.98	29,575.35
35	Marine equipment	43,500.00	32,625.00
	Total of items 1 to 35 inclusive.....	\$17,508,932.04	\$14,716,176.59
36	*Freight on construction material.....	151,278.78	151,278.78
	Total of items 1 to 36, inclusive.....	\$17,660,210.82	\$14,867,455.37
37	Contingencies, 5% on total of items 1 to 36.....	883,010.54	883,010.54
38	Stores, and supplies, in Minnesota.....	260,746.96	260,746.96
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1½ years).....	1,026,530.27	1,026,530.27
	Grand totals	\$19,830,498.59	\$17,037,743.14
	Omitting adap. and solid'n of roadbed, \$603,753.48.	\$19,226,745.11	\$16,433,989.66

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 8.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

DULUTH, MISSABE & NORTHERN RAILWAY.

	Miles.
Main Line, single main track.....	126.570
Main Line, second main track.....	75.243
Sidings	125.585
Branches, single main track.....	15.550
Sidings	17.935

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$547,653.34	\$547,653.34
2	Grading, clearing and grubbing.....	2,271,726.60	2,271,726.60
3	Protection work, rip rap, retaining walls.....	2,160.00	2,160.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	430,351.31	234,971.82
6	Ballast	544,961.63	544,961.63
7	Rails	1,210,289.38	846,129.67
8	Track fastenings.....	302,822.19	211,672.71
9	Switches, frogs and railroad crossings.....	70,872.55	51,264.00
10	Track laying and surfacing.....	180,442.00	180,442.00
11	Bridges, trestles and culverts.....	897,771.84	749,391.73
12	Track and bridge tools.....	7,260.83	5,445.62
13	Fences, cattle guards and signs.....	22,263.97	11,131.93
14	Stock yards and appurtenances.....	568.00	482.80
15	Water stations.....	46,154.08	25,892.44
16	Coal stations.....	43,908.00	37,779.84
17	Station buildings and fixtures.....	86,146.35	58,784.52
18	Miscellaneous buildings	104,471.00	71,040.28
19	Steam and electric power plants, gas plants.....	26,519.69	21,215.75
20	General repair shops.....	180,718.00	164,784.45
21	Shop machinery and tools.....	44,668.35	35,734.68
22	Engine houses, turntables and cinder pits.....	70,485.00	55,095.90
23	Track scales.....	7,100.00	5,430.00
24	Docks and wharves (incl. coal and ore docks).....	3,361,518.48	3,025,366.63
25	Interlocking plants.....	7,540.00	7,238.40
26	Signal apparatus.....	588.50	411.95
27	Telegraph lines and appurtenances.....	19,348.24	14,511.18
28	Telephone lines and appurtenances.....	177.00	132.75
29	Adaptation and solidification of roadbed.....	380,993.87	380,993.87
	Total of items 1 to 29, inclusive.....	\$10,875,480.20	\$9,561,846.54
30	Engineering, superintendence, legal expenses, 4½%	489,396.61	489,396.61
	Total of items 1 to 30, inclusive.....	\$11,364,876.81	\$10,051,243.15
31	Locomotives	1,302,592.36	1,169,286.75
32	Passenger equipment	169,887.00	136,711.75
33	Freight car equipment.....	7,164,687.00	6,477,722.92
34	Miscellaneous equipment	180,801.00	169,308.28
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$20,182,829.17	\$18,004,272.85
36	*Freight on construction material.....	123,789.53	123,789.53
	Total of items 1 to 36, inclusive.....	\$20,306,618.70	\$18,128,062.38
37	Contingencies, 5% on total of items 1 to 36.....	1,015,330.94	1,015,330.94
38	Stores, and supplies, in Minnesota.....	228,270.22	228,270.22
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1½ years).....	1,195,537.49	1,195,537.49
	Grand totals	\$22,745,757.35	\$20,567,201.03
	Omitting adap. and solid'n of roadbed, \$417,188.29.	\$22,328,569.06	\$20,150,012.74

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 9.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

DULUTH & NORTHEASTERN RAILROAD.

	Miles.
Main Lines, single main track.....	57.00
Branches, single main track.....	6.50
Sidings	7.00

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of - Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$6,000.00	\$6,000.00
2	Grading, clearing and grubbing.....	145,131.00	145,131.00
3	Protection work, rip rap, retaining walls.....	225.00	225.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	66,157.90	35,678.54
6	Ballast	14,688.00	14,688.00
7	Rails	177,039.19	116,478.10
8	Track fastenings.....	24,738.89	16,278.19
9	Switches, frogs and railroad crossings.....	5,254.45	3,376.63
10	Track laying and surfacing.....	35,250.00	35,250.00
11	Bridges, trestles and culverts.....	84,836.38	72,201.63
12	Track and bridge tools.....	848.00	636.07
13	Fences, cattle guards and signs.....	83.78	41.89
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	2,391.15	2,199.86
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	2,297.00	2,176.80
18	Miscellaneous buildings	481.89	433.70
19	Steam and electric power plants, gas plants.....	150.00	97.50
20	General repair shops.....	250.00	237.50
21	Shop machinery and tools.....	555.25	444.20
22	Engine houses, turntables and cinder pits.....	350.00	315.00
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	5,094.58	4,687.01
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	4,075.12	3,056.34
29	Adaptation and solidification of roadbed.....	49,954.80	49,954.80
	Total of items 1 to 29, inclusive.....	\$625,852.38	\$509,588.11
30	Engineering, superintendence, legal expenses, 4½%	28,163.36	28,163.36
	Total of items 1 to 30, inclusive.....	\$654,015.74	\$537,751.47
31	Locomotives	27,164.40	14,097.63
32	Passenger equipment	1,457.00	1,369.58
33	Freight car equipment.....	79,751.76	54,010.20
34	Miscellaneous equipment	7,772.98	4,804.55
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$770,161.88	\$622,033.43
36	*Freight on construction material.....	7,998.49	7,998.49
	Total of items 1 to 36, inclusive.....	\$778,160.37	\$630,031.92
37	Contingencies, 5% on total of items 1 to 36.....	38,908.02	38,908.02
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	29,128.22	29,128.22
	Grand totals	\$846,196.61	\$698,068.16
	Omitting adap. and solid'n of roadbed, \$54,700.51..	\$791,496.10	\$643,367.65

*For cross ties, rails, track fastenings, switches and frogs.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

DULUTH & NORTHERN MINNESOTA RAILWAY.

	Miles.
Main Lines, single main track.....	35.00
Sidings	26.80

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$4,364.70	\$4,364.70
2	Grading, clearing and grubbing.....	118,034.40	118,034.40
3	Protection work, rip rap, retaining walls.....	3,208.50	3,208.50
4	Tunnels	None	None
5	Cross ties and switch ties.....	72,866.60	39,231.38
6	Ballast	22,040.00	22,040.00
7	Rails	147,034.92	100,955.61
8	Track fastenings.....	21,326.60	14,630.05
9	Switches, frogs and railroad crossings.....	4,317.25	2,849.92
10	Track laying and surfacing.....	30,900.00	30,900.00
11	Bridges, trestles and culverts.....	65,981.48	39,588.89
12	Track and bridge tools.....	1,484.00	1,113.00
13	Fences, cattle guards and signs.....	280.65	140.33
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	4,866.56	4,282.57
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	825.00	680.00
18	Miscellaneous buildings	2,920.00	2,336.00
19	Steam and electric power plants, gas plants.....	4,800.00	4,090.00
20	General repair shops.....	3,200.00	2,624.00
21	Shop machinery and tools.....	1,882.00	1,505.60
22	Engine houses, turntables and cinder pits.....	1,750.00	1,380.00
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	4,598.00	3,448.50
29	Adaptation and solidification of roadbed.....	30,674.00	30,674.00
Total of items 1 to 29, inclusive.....		\$547,354.66	\$428,077.45
30	Engineering, superintendence, legal expenses, 4½ %	24,630.96	24,630.96
Total of items 1 to 30, inclusive.....		\$571,985.62	\$452,708.41
31	Locomotives	67,683.00	18,224.76
32	Passenger equipment	1,900.00	1,786.00
33	Freight car equipment.....	117,325.00	86,232.50
34	Miscellaneous equipment	9,600.00	5,490.00
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$768,493.62	\$564,441.67
36	*Freight on construction material.....	7,921.05	7,921.05
Total of items 1 to 36, inclusive.....		\$776,414.67	\$572,362.72
37	Contingencies, 5% on total of items 1 to 36.....	38,820.73	38,820.73
38	Stores, and supplies, in Minnesota.....	25,000.00	25,000.00
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		29,829.63	29,829.63
Grand totals		\$870,065.03	\$666,013.08
Omitting adap. and solid'n of roadbed, \$33,588.03..		\$836,477.00	\$632,425.05

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 11.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

DULUTH UNION DEPOT & TRANSFER COMPANY.

	Miles.
Main Lines, single main track.....	None
Sidings	2.831

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$303,537.74	\$303,537.74
2	Grading, clearing and grubbing.....	11,712.75	11,712.75
3	Protection work, rip rap, retaining walls.....	None	None
4	Tunnels	None	None
5	Cross ties and switch ties.....	5,363.86	2,875.03
6	Ballast	2,944.24	2,944.24
7	Rails	8,742.13	5,229.54
8	Track fastenings.....	1,034.57	618.88
9	Switches, frogs and railroad crossings.....	4,985.41	2,982.77
10	Track laying and surfacing.....	1,698.60	1,698.60
11	Bridges, trestles and culverts.....	29,610.58	20,814.64
12	Track and bridge tools.....	None	None
13	Fences, cattle guards and signs.....	None	None
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	None	None
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	336,097.55	266,823.16
18	Miscellaneous buildings	7,220.00	5,611.13
19	Steam and electric power plants, gas plants.....	1,800.00	1,040.00
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	None	None
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	2,481.09	2,481.09
	Total of items 1 to 29, inclusive.....	\$716,728.52	\$628,369.57
30	Engineering, superintendence, legal expenses, 4 1/2 %	32,252.78	32,252.78
	Total of items 1 to 30, inclusive.....	\$748,981.30	\$660,622.35
31	Locomotives	5,483.40	685.42
32	Passenger equipment	None	None
33	Freight car equipment.....	None	None
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$754,464.70	\$661,307.77
36	*Freight on construction material.....	49.64	49.64
	Total of items 1 to 36, inclusive.....	\$754,514.34	\$661,357.41
37	Contingencies, 5% on total of items 1 to 36.....	37,725.72	37,725.72
38	Stores, and supplies, in Minnesota.....	1,940.00	1,940.00
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	30,081.33	30,081.83
	Grand totals	\$824,261.39	\$731,104.46
	Omitting adap. and solid'n of roadbed, \$2,716.79...	\$821,544.60	\$728,387.67

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 12.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

GREAT NORTHERN RAILWAY.

	Miles.
Main Line, single main track.....	2,006.92
Main Line, second main track.....	63.39
Main Line, third main track.....	9.33
Main Line, fourth main track.....	9.29
Main Line, fifth main track.....	2.27
Main Line, sixth main track.....	1.44
Sidings.....	534.362
Branches, single main track.....	43.013
Sidings.....	25.506

JOINT OWNERSHIP TRACKS.

	Miles.
Great Northern Ry. Co.'s proportion with (N. P., C. G. W. and C. St. P. M. & O. Rys.) sidings.....	0.878

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$7,479,957.80	\$7,479,957.80
2	Grading, clearing and grubbing.....	16,531,191.24	16,531,191.24
3	Protection work, rip rap, retaining walls.....	522,498.25	522,498.25
4	Tunnels.....	None	None
5	Cross ties and switch ties.....	4,404,850.80	2,401,956.77
6	Ballast.....	2,870,472.43	2,870,472.43
7	Rails.....	8,644,268.49	6,693,565.02
8	Track fastenings.....	1,903,030.49	1,493,344.07
9	Switches, frogs and railroad crossings.....	284,364.57	199,146.11
10	Track laying and surfacing.....	1,366,615.25	1,366,615.25
11	Bridges, trestles and culverts.....	3,908,810.42	2,836,828.63
12	Track and bridge tools.....	47,786.90	35,840.22
13	Fences, cattle guards and signs.....	443,473.20	221,736.69
14	Stock yards and appurtenances.....	61,542.52	41,045.04
15	Water stations.....	393,794.26	291,284.90
16	Coal stations.....	203,300.00	151,918.00
17	Station buildings and fixtures.....	1,140,050.16	819,220.04
18	Miscellaneous buildings.....	1,311,074.20	1,103,392.93
19	Steam and electric power plants, gas plants.....	270,420.55	216,336.44
20	General repair shops.....	1,174,436.60	938,128.21
21	Shop machinery and tools.....	528,934.89	423,147.91
22	Engine houses, turntables and cinder pits.....	634,695.00	446,432.59
23	Track scales.....	27,829.00	17,077.40
24	Docks and wharves (incl. coal and ore docks).....	38,392.00	34,552.80
25	Interlocking plants.....	122,192.00	91,295.28
26	Signal apparatus.....	63,092.50	61,834.35
27	Telegraph lines and appurtenances.....	641,306.00	480,979.50
28	Telephone lines and appurtenances.....	3,491.00	2,618.25
29	Adaptation and solidification of roadbed.....	3,219,642.09	3,219,642.09
	Total of items 1 to 29, inclusive.....	\$58,241,512.61	\$50,991,558.21
30	Engineering, superintendence, legal expenses, 4%.....	2,620,868.07	2,620,868.07
	Total of items 1 to 30, inclusive.....	\$60,862,380.68	\$53,612,426.28
31	Locomotives.....	4,127,544.12	3,145,881.80
32	Passenger equipment.....	1,835,089.38	1,326,953.13
33	Freight car equipment.....	12,949,934.80	9,149,128.94
34	Miscellaneous equipment.....	333,805.88	215,605.22
35	Marine equipment.....	None	None
	Total of items 1 to 35 inclusive.....	\$80,108,754.86	\$67,449,995.37
36	*Freight on construction material.....	730,138.91	730,138.91
	Total of items 1 to 36, inclusive.....	\$80,838,893.77	\$68,180,134.28
37	Contingencies, 5% on total of items 1 to 36.....	4,041,944.69	4,041,944.69
38	Stores, and supplies, in Minnesota.....	1,632,565.00	1,632,565.00
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (4 years).....	12,419,080.27	12,419,080.27
	Grand totals.....	\$98,932,483.73	\$86,213,724.24
	Omitting adap. and solid'n of roadbed, \$3,525,508.09	\$95,406,975.64	\$82,748,216.15

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 13.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

MASON CITY & FORT DODGE RAILROAD.

	Miles.
Main Line, single main track.....	27.30
Sidings	4.51

JOINT OWNERSHIP TRACKS.

	Miles.
Mason City & Fort Dodge R. R. Co.'s proportion with (C. M. & St. P. Ry.) sidings	0.270

Cost of Reproduction and Present Value of Physical Properties..

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$25,707.42	\$25,707.42
2	Grading, clearing and grubbing.....	78,889.97	78,889.97
3	Protection work, rip rap, retaining walls.....	None	None
4	Tunnels	None	None
5	Cross ties and switch ties.....	62,371.97	33,648.35
6	Ballast	32,105.51	32,105.51
7	Rails	89,620.03	62,501.27
8	Track fastenings.....	13,241.28	9,227.66
9	Switches, frogs and railroad crossings.....	3,086.85	2,061.02
10	Track laying and surfacing.....	16,040.00	16,040.00
11	Bridges trestles and culverts.....	54,946.90	36,438.70
12	Track and bridge tools.....	488.00	366.00
13	Fences, cattle guards and signs.....	11,926.40	5,963.20
14	Stock yards and appurtenances.....	2,867.33	1,698.53
15	Water stations.....	2,119.60	1,658.90
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	11,578.36	5,957.30
18	Miscellaneous buildings	713.00	403.35
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	9,000.00	4,050.00
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	2,226.00	1,691.76
26	Signal apparatus.....	100.00	70.00
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	23,987.07	23,987.07
	Total of items 1 to 29, inclusive.....	\$441,015.69	\$342,466.01
30	Engineering, superintendence, legal expenses, 4½%	19,845.71	19,845.71
	Total of items 1 to 30, inclusive.....	\$460,861.40	\$362,311.72
31	Locomotives	18,577.29	7,883.00
32	Passenger equipment	12,745.44	10,934.31
33	Freight car equipment.....	149,610.89	111,534.92
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$641,795.02	\$492,663.95
36	*Freight on construction material.....	17,059.52	17,059.52
	Total of items 1 to 36, inclusive.....	\$658,854.54	\$509,723.47
37	Contingencies, 5% on total of items 1 to 36.....	32,942.73	32,942.73
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	25,394.70	25,394.70
	Grand totals	\$717,191.97	\$568,060.90
	Omitting adap. and solid'n of roadbed, \$26,265.84..	\$690,926.13	\$541,795.06

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 14.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

MINNESOTA TRANSFER RAILWAY.

	Miles.
Main Lines, single main track.....	11.50
Sidings	58.30

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$494,315.20	\$494,315.20
2	Grading, clearing and grubbing.....	438,349.75	438,349.75
3	Protection work, rip rap, retaining walls.....	None	None
4	Tunnels	None	None
5	Cross ties and switch ties.....	120,276.94	64,920.37
6	Ballast	21,764.50	21,764.50
7	Rails	195,990.91	147,439.77
8	Track fastenings.....	33,861.15	25,497.44
9	Switches, frogs and railroad crossings.....	31,598.34	22,276.03
10	Track laying and surfacing.....	52,060.00	52,060.00
11	Bridges, trestles and culverts.....	139,873.51	99,414.68
12	Track and bridge tools.....	1,514.75	1,136.06
13	Fences, cattle guards and signs.....	4,429.20	2,214.60
14	Stock yards and appurtenances.....	113,812.41	75,273.18
15	Water stations.....	13,598.94	10,138.55
16	Coal stations.....	4,229.98	3,346.78
17	Station buildings and fixtures.....	943.80	674.66
18	Miscellaneous buildings	137,810.77	119,731.58
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	10,938.02	10,548.23
21	Shop machinery and tools.....	10,156.25	8,125.00
22	Engine houses, turntables and cinder pits.....	34,195.96	26,455.89
23	Track scales.....	9,629.00	6,648.80
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	9,752.00	4,680.96
26	Signal apparatus.....	25.00	17.50
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	54,687.36	54,687.36
	Total of items 1 to 29, inclusive.....	\$1,933,813.75	\$1,689,716.89
30	Engineering, superintendence, legal expenses, 4½%	87,021.62	87,021.62
	Total of items 1 to 30, inclusive.....	\$2,020,835.37	\$1,776,738.51
31	Locomotives	156,786.00	120,177.35
32	Passenger equipment	None	None
33	Freight car equipment.....	600.00	168.00
34	Miscellaneous equipment	1,500.00	900.00
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$2,179,721.37	\$1,897,983.81
36	*Freight on construction material.....	13,703.57	13,703.07
	Total of items 1 to 36, inclusive.....	\$2,193,424.44	\$1,911,686.93
37	Contingencies, 5% on total of items 1 to 36.....	109,671.22	109,671.22
38	Stores and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	89,549.48	89,549.48
	Grand totals	\$2,332,762.49	\$2,051,024.98
	Omitting adap. and solid'n of roadbed. \$59,882.65..	\$2,392,645.14	\$2,110,907.63

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 15.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

MINNESOTA & INTERNATIONAL RAILWAY.

	Miles.
Main Lines, single main track.....	161.53
Branches, single main track.....	12.64
Sidings	41.02

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$39,586.15	\$39,586.15
2	Grading, clearing and grubbing.....	983,255.67	983,255.67
3	Protection work, rip rap, retaining walls.....	2,825.00	2,825.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	353,287.25	190,421.83
6	Ballast	224,551.05	224,551.05
7	Rails	577,120.00	420,045.77
8	Track fastenings.....	82,615.91	60,144.38
9	Switches, frogs and railroad crossings.....	17,614.82	12,205.35
10	Track laying and surfacing.....	107,745.00	107,745.00
11	Bridges, trestles and culverts.....	118,477.28	74,586.65
12	Track and bridge tools.....	4,091.50	3,068.62
13	Fences, cattle guards and signs.....	11,677.47	5,838.73
14	Stock yards and appurtenances.....	864.38	624.95
15	Water stations.....	26,510.81	17,921.31
16	Coal stations.....	10,294.00	7,215.44
17	Station buildings and fixtures.....	35,124.30	29,248.64
18	Miscellaneous buildings	20,825.00	17,356.35
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	7,150.00	5,900.50
23	Track scales.....	1,600.00	1,280.00
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	5,700.00	4,560.00
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	21,163.60	15,872.70
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	152,905.51	152,905.51
Total of items 1 to 29, inclusive.....		\$2,804,984.70	\$2,377,159.60
30	Engineering, superintendence, legal expenses, 4½%	126,224.31	126,224.31
Total of items 1 to 30, inclusive.....		\$2,931,209.01	\$2,503,383.91
31	Locomotives	163,091.12	124,729.19
32	Passenger equipment	34,700.00	25,760.00
33	Freight car equipment.....	272,250.00	190,790.00
34	Miscellaneous equipment	14,024.75	13,763.76
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$3,415,274.88	\$2,858,426.85
36	*Freight on construction material.....	132,686.41	132,686.41
Total of items 1 to 36, inclusive.....		\$3,547,961.29	\$2,991,113.27
37	Contingencies, 5% on total of items 1 to 36.....	177,398.06	177,398.06
38	Stores, and supplies, in Minnesota.....	15,875.10	15,875.10
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		135,802.23	135,802.23
Grand totals		\$3,877,036.68	\$3,320,189.61
Omitting adap. and solid'n of roadbed, \$167,431.53.		\$3,709,605.15	\$3,152,757.13

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 16.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

MINNEAPOLIS EASTERN RAILWAY.

Main Lines	Miles.
Sidings	None
	4.73

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$371,146.82	\$371,146.82
2	Grading, clearing and grubbing.....	13,500.00	13,500.00
3	Protection work, rip rap, retaining walls.....	6,390.00	6,390.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	8,627.80	4,624.50
6	Ballast	1,198.36	1,198.36
7	Rails	12,452.16	7,448.88
8	Track fastenings.....	2,280.23	1,364.03
9	Switches, frogs and railroad crossings.....	2,443.35	1,462.84
10	Track laying and surfacing.....	3,784.00	3,784.00
11	Bridges, trestles and culverts.....	115,377.14	82,626.22
12	Track and bridge tools.....	150.00	112.50
13	Fences, cattle guards and signs.....	148.75	74.38
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	500.00	400.00
16	Coal stations.....	660.00	646.80
17	Station buildings and fixtures.....	None	None
18	Miscellaneous buildings.....	1,305.00	1,130.31
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	2,917.00	1,700.60
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	4,145.37	4,145.37
	Total of items 1 to 29, inclusive.....	\$547,025.98	\$501,815.64
30	Engineering, superintendence, legal expenses, 4½%	24,616.17	24,616.17
	Total of items 1 to 30, inclusive.....	\$571,642.15	\$526,431.81
31	Locomotives	17,697.00	12,935.30
32	Passenger equipment	None	None
33	Freight car equipment.....	None	None
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$589,339.15	\$539,367.11
36	*Freight on construction material.....	300.24	300.24
	Total of items 1 to 36, inclusive.....	\$589,639.39	\$539,667.35
37	Contingencies, 5% on total of items 1 to 36.....	29,481.97	29,481.97
38	Stores, and supplies, in Minnesota.....	1,266.14	1,266.14
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	23,419.76	23,419.76
	Grand totals	\$643,807.26	\$593,835.22
	Omitting adap. and solid'n of roadbed, \$4,539.18....	\$639,268.08	\$589,296.04

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 17.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

MINNEAPOLIS, ST. PAUL & SAULT STE MARIE RAILWAY.

	Miles.
Main Line, single main track.....	539.573
Sidings	103.623

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,589,445.92	\$1,589,445.92
2	Grading, clearing and grubbing.....	2,744,797.98	2,744,797.98
3	Protection work, rip rap, retaining walls.....	2,067.50	2,067.50
4	Tunnels	None	None
5	Cross ties and switch ties.....	941,263.16	583,109.14
6	Ballast	702,427.73	702,427.73
7	Rails	2,300,828.05	2,020,627.77
8	Track fastenings.....	286,500.60	251,180.03
9	Switches, frogs and railroad crossings.....	57,279.58	42,605.63
10	Track laying and surfacing.....	325,044.80	325,044.80
11	Bridges, trestles and culverts.....	634,936.25	500,700.50
12	Track and bridge tools.....	11,212.68	8,409.51
13	Fences, cattle guards and signs.....	241,356.20	135,756.38
14	Stock yards and appurtenances.....	16,503.16	10,218.41
15	Water stations.....	111,936.96	86,135.59
16	Coal stations.....	42,389.10	35,770.33
17	Station buildings and fixtures.....	201,161.62	154,395.63
18	Miscellaneous buildings	318,724.10	294,213.56
19	Steam and electric power plants, gas plants.....	92,379.00	85,377.30
20	General repair shops.....	477,057.48	369,557.39
21	Shop machinery and tools.....	213,923.32	186,837.86
22	Engine houses, turntables and cinder pits.....	151,460.50	125,434.48
23	Track scales.....	7,772.00	6,115.70
24	Docks and wharves (Incl. coal and ore docks).....	None	None
25	Interlocking plants.....	23,978.00	19,403.52
26	Signal apparatus.....	1,400.00	991.60
27	Telegraph lines and appurtenances.....	135,254.13	108,631.60
28	Telephone lines and appurtenances.....	775.85	613.39
29	Adaptation and solidification of roadbed.....	906,237.91	906,237.91
	Total of Items 1 to 29, inclusive.....	\$12,538,113.58	\$11,296,108.26
30	Engineering, superintendence, legal expenses, 4½ %	564,215.11	564,215.11
	Total of Items 1 to 30, inclusive.....	\$13,102,328.69	\$11,860,323.37
31	Locomotives	1,753,657.19	1,560,561.14
32	Passenger equipment	598,360.26	500,468.52
33	Freight car equipment.....	2,369,158.72	1,511,997.09
34	Miscellaneous equipment	71,517.07	46,242.94
35	Marine equipment	None	None
	Total of Items 1 to 35 inclusive.....	\$17,895,021.93	\$15,479,593.06
36	*Freight on construction material.....	374,129.60	374,129.60
	Total of Items 1 to 36, inclusive.....	\$18,269,151.53	\$15,853,722.66
37	Contingencies, 5% on total of Items 1 to 36.....	913,457.58	913,457.58
38	Stores, and supplies, in Minnesota.....	160,251.44	160,251.44
	Interest during construction, 4% on the cost of re- production, Items 1 to 36, inclusive, except item 29 (1½ years).....	1,041,774.82	1,041,774.82
	Grand totals	\$20,384,635.37	\$17,969,206.50
	Omitting adap. and solid'n of roadbed, \$992,330.51.	\$19,392,304.86	\$16,976,875.99

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 20.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

MINNEAPOLIS & ST. LOUIS RAILROAD.

	Miles.
Main Line, single main track.....	377.01
Main Line, second main track.....	9.03
Sidings.....	102.372
Branches, single main track.....	1.45
Sidings.....	0.224

JOINT OWNERSHIP TRACKS.

	Miles.
Minneapolis & St. Louis R. R. Co.'s proportion with (C. M. & St. P. Ry.) sidings.....	2.345

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,872,522.04	\$1,872,522.04
2	Grading, clearing and grubbing.....	1,867,784.66	1,867,784.66
3	Protection work, rip rap, retaining walls.....	40,370.00	40,370.00
4	Tunnels.....	None	None
5	Cross ties and switch ties.....	971,640.27	530,726.56
6	Ballast.....	379,715.97	379,715.97
7	Rails.....	1,554,760.17	1,226,638.94
8	Track fastenings.....	250,640.18	198,337.55
9	Switches, frogs and railroad crossings.....	61,240.25	42,073.48
10	Track laying and surfacing.....	251,917.80	251,917.80
11	Bridges, trestles and culverts.....	799,106.63	620,465.26
12	Track and bridge tools.....	27,791.00	20,843.25
13	Fences, cattle guards and signs.....	141,038.05	70,519.03
14	Stock yards and appurtenances.....	45,582.49	24,158.63
15	Water stations.....	69,322.46	49,880.11
16	Coal stations.....	25,682.00	17,815.40
17	Station buildings and fixtures.....	230,031.07	137,041.53
18	Miscellaneous buildings.....	30,958.15	16,332.92
19	Steam and electric power plants, gas plants.....	62,528.00	50,989.50
20	General repair shops.....	180,338.00	123,622.66
21	Shop machinery and tools.....	100,074.70	80,059.76
22	Engine houses, turntables and cinder pits.....	144,427.00	106,097.53
23	Track scales.....	6,342.00	4,165.20
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	12,800.00	9,216.00
26	Signal apparatus.....	2,594.00	1,815.80
27	Telegraph lines and appurtenances.....	27,109.00	20,331.75
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	608,896.43	608,896.43
	Total of items 1 to 29, inclusive.....	\$9,765,212.32	\$8,372,337.76
30	Engineering, superintendence, legal expenses, 4½%.....	439,434.55	439,434.55
	Total of items 1 to 30, inclusive.....	\$10,204,646.87	\$8,811,772.31
31	Locomotives.....	573,216.62	357,859.13
32	Passenger equipment.....	340,342.98	216,832.51
33	Freight car equipment.....	1,847,949.06	1,276,195.62
34	Miscellaneous equipment.....	93,906.21	51,347.91
35	Marine equipment.....	None	None
	Total of items 1 to 35 inclusive.....	\$13,060,061.74	\$10,714,005.48
36	*Freight on construction material.....	137,988.71	137,988.71
	Total of items 1 to 36, inclusive.....	\$13,198,050.45	\$10,851,994.19
37	Contingencies, 5% on total of items 1 to 36.....	659,902.52	659,902.52
38	Stores, and supplies, in Minnesota.....	238,589.00	238,589.00
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1½ years).....	755,349.24	755,349.24
	Grand totals.....	\$14,851,891.21	\$12,505,834.95
	Omitting adap. and solid'n of roadbed, \$666,741.59.....	\$14,185,149.62	\$11,839,093.36

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 21.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

MINNEAPOLIS UNION RAILWAY.

	Miles.
Main Lines, single main track.....	2.63
Main Lines, second main track.....	2.63
Sidings	5.40

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,385,064.43	\$1,385,064.43
2	Grading, clearing and grubbing.....	122,719.00	122,719.00
3	Protection work, rip rap, retaining walls.....	88,801.50	88,801.50
4	Tunnels	None	None
5	Cross ties and switch ties.....	21,600.50	11,750.67
6	Ballast	12,926.92	12,926.92
7	Rails	33,672.13	22,324.62
8	Track fastenings.....	8,984.04	5,956.42
9	Switches, frogs and railroad crossings.....	8,143.55	5,334.85
10	Track laying and surfacing.....	6,396.00	6,396.00
11	Bridges, trestles and culverts.....	920,042.96	761,016.26
12	Track and bridge tools.....	135.00	101.25
13	Fences, cattle guards and signs.....	51.65	25.83
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	None	None
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	342,500.00	229,358.50
18	Miscellaneous buildings	760.00	500.08
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	None	None
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	9,342.42	9,342.42
	Total of items 1 to 29, inclusive.....	\$2,961,140.10	\$2,661,618.75
30	Engineering, superintendence, legal expenses, 4½%	133,251.30	133,251.30
	Total of items 1 to 30, inclusive.....	\$3,094,391.40	\$2,794,870.05
31	Locomotives	None	None
32	Passenger equipment	None	None
33	Freight car equipment.....	None	None
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$3,094,391.40	\$2,794,870.05
36	*Freight on construction material.....	1,965.33	1,965.33
	Total of items 1 to 36, inclusive.....	\$3,096,356.73	\$2,796,835.38
37	Contingencies, 5% on total of items 1 to 36.....	154,817.84	154,817.84
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....	123,480.57	123,480.57
	Grand totals	\$3,374,655.14	\$3,075,133.79
	Omitting adap. and solid'n of roadbed, \$10,229.95..	\$3,364,425.19	\$3,064,903.84

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 22.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

MINNEAPOLIS WESTERN RAILWAY.

	Miles.
Main Lines, single main track.....	1.69
Sidings	5.20

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$326,130.46	\$326,130.46
2	Grading, clearing and grubbing.....	19,500.00	19,500.00
3	Protection work, rip rap, retaining walls.....	13,494.00	13,494.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	12,255.20	6,617.81
6	Ballast	4,868.70	4,866.70
7	Rails	20,790.53	13,060.67
8	Track fastenings.....	4,454.19	2,797.23
9	Switches, frogs and railroad crossings.....	2,962.76	1,835.07
10	Track laying and surfacing.....	5,512.00	5,512.00
11	Bridges, trestles and culverts.....	312,928.53	226,557.34
12	Track and bridge tools.....	135.00	101.25
13	Fences, cattle guards and signs.....	97.95	48.98
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	1,687.60	843.80
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	None	None
18	Miscellaneous buildings	1,665.00	1,171.04
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	3,500.00	2,012.50
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	6,038.40	6,038.40
	Total of items 1 to 29, inclusive.....	\$736,018.41	\$630,587.25
30	Engineering, superintendence, legal expenses, 4½%	33,120.83	33,120.83
	Total of items 1 to 30, inclusive.....	\$769,139.24	\$663,708.08
31	Locomotives	15,480.00	8,289.76
32	Passenger equipment	None	None
33	Freight car equipment	None	None
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$784,619.24	\$671,997.84
36	*Freight on construction material.....	1,377.72	1,377.72
	Total of items 1 to 36, inclusive.....	\$785,996.96	\$673,375.56
37	Contingencies, 5% on total of items 1 to 36.....	39,299.85	39,299.85
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....	31,198.34	31,198.34
	Grand totals	\$856,495.15	\$743,873.75
	Omitting adap. and solid'n of roadbed, \$6,612.05....	\$849,883.10	\$737,261.70

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 23.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

NORTHERN PACIFIC RAILWAY.

Main Lines, Single main track.....	967.085
Main Lines, second main track.....	108.720
Main Lines, third main track.....	1.400
Sidings	442.349

JOINT OWNERSHIP TRACKS.

N. P. Ry.'s proportion with (G. N., C. St. P. M. & O., M. & N. W. and C. G. W. Rys.) sidings.....	Miles. 3.802
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Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$9,498,099.27	\$9,498,099.27
2	Grading, clearing and grubbing.....	7,695,858.70	7,695,858.70
3	Protection work, rip rap, retaining walls.....	486,530.25	486,530.25
4	Tunnels	253,250.00	215,262.50
5	Cross ties and switch ties.....	2,617,227.48	1,424,725.95
6	Ballast	1,266,932.79	1,266,932.79
7	Rails	4,728,531.72	3,552,777.93
8	Track fastenings.....	631,213.36	473,183.14
9	Switches, frogs and railroad crossings.....	259,590.36	176,889.59
10	Track laying and surfacing.....	792,636.00	792,636.00
11	Bridges, trestles and culverts.....	2,578,014.79	1,811,169.31
12	Track and bridge tools.....	27,796.49	20,847.39
13	Fences, cattle guards and signs.....	422,104.71	211,052.36
14	Stock yards and appurtenances.....	19,711.63	12,762.24
15	Water stations.....	218,861.17	144,283.35
16	Coal stations.....	110,749.00	72,287.28
17	Station buildings and fixtures.....	493,578.39	301,595.85
18	Miscellaneous buildings	1,234,438.54	920,265.73
19	Steam and electric power plants, gas plants.....	168,562.69	139,816.74
20	General repair shops.....	1,183,201.00	783,419.05
21	Shop machinery and tools.....	450,185.94	363,868.67
22	Engine houses, turntables and cinder pits.....	591,692.72	376,628.61
23	Track scales.....	33,889.00	24,732.00
24	Docks and wharves (incl. coal and ore docks).....	781,518.23	635,839.24
25	Interlocking plants.....	60,348.00	37,658.32
26	Signal apparatus.....	41,650.00	29,155.00
27	Telegraph lines and appurtenances.....	261,004.82	195,753.65
28	Telephone lines and appurtenances.....	3,044.20	2,283.19
29	Adaptation and solidification of roadbed.....	1,613,612.76	1,613,612.76
Total of items 1 to 29, inclusive.....		\$38,523,829.01	\$33,279,926.86
30	Engineering, superintendence, legal expenses, 4½%	1,733,572.30	1,733,572.30
Total of items 1 to 30, inclusive.....		\$40,257,401.31	\$35,013,499.16
31	Locomotives	3,230,790.51	2,498,580.52
32	Passenger equipment	1,288,293.18	883,769.12
33	Freight car equipment	7,911,927.92	6,123,832.21
34	Miscellaneous equipment	339,709.40	210,049.84
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$53,028,122.32	\$44,729,730.85
36	*Freight on construction material.....	348,915.57	348,915.57
Total of items 1 to 36, inclusive.....		\$53,377,037.89	\$45,078,646.42
37	Contingencies, 5% on total of items 1 to 36.....	2,668,851.89	2,668,851.89
38	Stores, and supplies, in Minnesota.....	2,259,351.68	2,259,351.68
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (2 years).....		4,141,074.01	4,141,074.01
Grand totals		\$62,446,315.47	\$54,147,924.00
Omitting adap. and solid'n of roadbed, \$1,766,905.97		\$60,679,409.50	\$52,381,018.03

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 24.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

ST. PAUL UNION DEPOT COMPANY.

Main Lines, single main track.....	Miles.
Sidings	None
	8.76

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$1,754,036.57	\$1,754,036.57
2	Grading, clearing and grubbing.....	124,038.00	124,038.00
3	Protection work, rip rap, retaining walls.....	22,237.69	22,237.69
4	Tunnels	None	None
5	Cross ties and switch ties.....	21,244.04	11,471.78
6	Ballast	9,504.60	9,504.60
7	Rails	30,019.50	25,636.65
8	Track fastenings.....	6,174.09	5,272.67
9	Switches, frogs and railroad crossings.....	18,039.09	14,811.85
10	Track laying and surfacing.....	7,008.00	7,008.00
11	Bridges, trestles and culverts.....	11,075.01	10,155.11
12	Track and bridge tools.....	180.16	135.12
13	Fences, cattle guards and signs.....	132.79	66.40
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	3,596.80	2,119.72
16	Coal stations.....	300.00	228.00
17	Station buildings and fixtures.....	463,000.00	324,100.00
18	Miscellaneous buildings	955.00	742.99
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	1,500.00	1,350.00
21	Shop machinery and tools.....	547.75	438.20
22	Engine houses, turntables and cinder pits.....	8,000.00	6,800.00
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	100.00	70.00
27	Telegraph lines and appurtenances.....	None	None
28	Telephone lines and appurtenances.....	143.00	107.25
29	Adaptation and solidification of roadbed.....	7,677.26	7,677.26
	Total of items 1 to 29, inclusive.....	\$2,489,509.35	\$2,328,007.86
30	Engineering, superintendence, legal expenses, 4½%	112,027.92	112,027.92
	Total of items 1 to 30, inclusive.....	\$2,601,537.27	\$2,440,035.78
31	Locomotives	12,196.80	4,342.06
32	Passenger equipment	None	None
33	Freight car equipment	None	None
34	Miscellaneous equipment	2,137.00	1,602.75
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$2,615,871.07	\$2,445,980.59
36	*Freight on construction material.....	55.80	55.80
	Total of items 1 to 36, inclusive.....	\$2,615,926.87	\$2,446,036.39
37	Contingencies, 5% on total of items 1 to 36.....	130,796.34	130,796.34
38	Stores and supplies, in Minnesota.....	4,697.00	4,697.00
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	104,329.98	104,329.98
	Grand totals	\$2,855,750.19	\$2,685,859.71
	Omitting adap. and solid'n of roadbed, \$8,406.60...	\$2,847,343.59	\$2,677,453.11

*For cross ties, rails, track fastenings, switches and frogs.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

WISCONSIN CENTRAL RAILWAY.

Main Line, single main track.....	Miles. 23.600
Sidings	17.480

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$659,372.31	\$659,372.31
2	Grading, clearing and grubbing.....	185,267.00	185,267.00
3	Protection work, rip rap, retaining walls.....	1,338.75	1,338.75
4	Tunnels	None	None
5	Cross ties and switch ties.....	57,290.77	31,223.47
6	Ballast	44,467.40	44,467.40
7	Rails	128,018.45	90,780.63
8	Track fastenings.....	18,247.85	12,937.73
9	Switches, frogs and railroad crossings.....	10,871.00	7,393.65
10	Track laying and surfacing.....	22,594.00	22,594.00
11	Bridges, trestles and culverts.....	134,229.35	95,895.29
12	Track and bridge tools.....	482.43	361.82
13	Fences, cattle guards and signs.....	10,613.01	5,306.51
14	Stock yards and appurtenances.....	None	None
15	Water stations.....	12,833.48	9,588.94
16	Coal stations.....	9,560.00	8,504.00
17	Station buildings and fixtures.....	6,478.60	4,639.37
18	Miscellaneous buildings.....	154,296.26	134,693.34
19	Steam and electric power plants, gas plants.....	2,878.00	2,302.40
20	General repair shops.....	9,615.40	8,453.29
21	Shop machinery and tools.....	6,812.00	5,449.60
22	Engine houses, turntables and cinder pits.....	35,918.00	30,182.31
23	Track scales.....	6,030.00	3,998.00
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	5,210.00	4,376.40
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	5,340.00	4,005.00
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	41,566.08	41,366.08
Total of items 1 to 29, inclusive.....		\$1,569,130.14	\$1,414,467.28
30	Engineering, superintendence, legal expenses, 4½%	70,610.86	70,610.86
Total of items 1 to 30, inclusive.....		\$1,639,741.00	\$1,485,078.14
31	Locomotives	185,313.84	123,681.57
32	Passenger equipment	24,266.26	13,816.36
33	Freight car equipment	189,900.52	96,374.51
34	Miscellaneous equipment	8,539.28	4,383.21
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$2,047,750.90	\$1,723,333.79
36	*Freight on construction material.....	8,444.94	8,444.94
Total of items 1 to 36, inclusive.....		\$2,056,195.84	\$1,731,778.73
37	Contingencies, 5% on total of items 1 to 36.....	102,809.79	102,809.79
38	Stores, and supplies, in Minnesota.....	7,178.20	7,178.20
Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....		80,593.19	80,593.19
Grand totals		\$2,246,777.02	\$1,922,359.91
Omitting adap. and solid'n of roadbed, \$45,295.86..		\$2,201,481.16	\$1,877,064.05

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 26.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

WISCONSIN, MINNESOTA & PACIFIC RAILWAY.

	Miles.
Main Line, single main track.....	243.48
Sidings	37.42

JOINT OWNERSHIP TRACKS.

	Miles.
Wisconsin, Minnesota & Pacific Ry. Co.'s proportion with (C. M. & St. P. Ry.) single main track.....	0.550
Wisconsin, Minnesota & Pacific Ry. Co.'s proportion with (C. M. & St. P. Ry.) second main track.....	0.455
Wisconsin, Minnesota & Pacific Ry. Co.'s proportion with (C. M. & St. P. Ry.) sidings	0.235

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$342,191.50	\$342,191.50
2	Grading, clearing and grubbing.....	1,468,127.76	1,468,127.76
3	Protection work, rip rap, retaining walls.....	49,088.00	49,088.00
4	Tunnels	None	None
5	Cross ties and switch ties.....	502,013.07	270,762.03
6	Ballast	225,562.26	225,562.26
7	Rails	794,209.13	593,570.81
8	Track fastenings.....	114,668.87	85,524.74
9	Switches, frogs and railroad crossings.....	25,471.34	17,909.56
10	Track laying and surfacing.....	141,194.00	141,194.00
11	Bridges, trestles and culverts.....	583,481.60	404,184.45
12	Track and bridge tools.....	5,465.67	4,099.26
13	Fences, cattle guards and signs.....	103,693.36	54,346.70
14	Stock yards and appurtenances.....	30,004.30	18,539.00
15	Water stations.....	35,100.67	24,786.06
16	Coal stations.....	11,000.00	8,480.00
17	Station buildings and fixtures.....	125,825.63	98,726.33
18	Miscellaneous buildings	25,721.70	18,852.03
19	Steam and electric power plants, gas plants.....	1,900.00	1,520.00
20	General repair shops.....	6,000.00	5,760.00
21	Shop machinery and tools.....	4,703.00	3,766.40
22	Engine houses, turntables and cinder pits.....	29,735.00	23,359.75
23	Track scales.....	3,358.00	2,194.80
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	21,928.25	16,086.77
26	Signal apparatus.....	630.00	441.00
27	Telegraph lines and appurtenances.....	17,675.00	13,256.27
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	214,266.65	214,266.65
Total of items 1 to 29, inclusive.....		\$4,888,019.78	\$4,106,596.13
30	Engineering, superintendence, legal expenses, 4½%	219,960.89	219,960.83
Total of items 1 to 30, inclusive.....		\$5,107,980.67	\$4,326,557.02
31	Locomotives	181,285.64	81,090.87
32	Passenger equipment	20,536.99	13,143.67
33	Freight car equipment.....	73,247.43	50,408.88
34	Miscellaneous equipment	18,025.00	13,912.00
35	Marine equipment	None	None
Total of items 1 to 35 inclusive.....		\$5,401,075.73	\$4,485,112.44
36	* Freight on construction material.....	110,060.08	110,060.08
Total of items 1 to 36, inclusive.....		\$5,511,135.81	\$4,595,172.52
37	Contingencies, 5% on total of items 1 to 36.....	275,500.79	275,556.79
38	Stores, and supplies, in Minnesota.....	None	None
Interest during construction, 4% on the cost of reproduction, items 1 to 36, inclusive, except item 29 (1 year).....		211,874.77	211,874.77
Grand totals		\$5,998,567.37	\$5,082,604.08
Omitting adap. and solid'n of roadbed. \$234,621.98.		\$5,763,945.39	\$4,847,982.10
* For cross ties, rails, track fastenings, switches and frogs.			

KEY NO. 27.

ESTIMATE "B."

Minnesota Railroad & Warehouse Commission Railroad Appraisal of 1907.

FINAL SUMMARY SHEET.

Omitting Multiples on Lands for Right of Way, Yards and Terminals.

ILLINOIS CENTRAL RAILROAD.

	Miles.
Main Line, single main track.....	30.17
Sidings	6.34

Cost of Reproduction and Present Value of Physical Properties.

No.	Subject.	Cost of Reproduction, New.	Present Value.
1	Land for right of way, yards and terminals.....	\$62,628.00	\$62,628.97
2	Grading, clearing and grubbing.....	136,513.00	136,943.00
3	Protection work, rip rap, retaining walls.....	None	None
4	Tunnels	None	None
5	Cross ties and switch ties.....	79,292.56	43,237.77
6	Ballast	25,551.59	25,551.59
7	Rails	107,908.42	72,719.83
8	Track fastenings.....	13,528.07	9,120.83
9	Switches, frogs and railroad crossings.....	3,485.49	2,231.66
10	Track laying and surfacing.....	18,255.00	18,255.00
11	Bridges, trestles and culverts.....	67,730.21	51,805.81
12	Track and bridge tools.....	1,500.00	1,125.00
13	Fences, cattle guards and signs.....	13,188.65	6,594.33
14	Stock yards and appurtenances.....	6,961.06	4,354.28
15	Water stations.....	1,736.00	868.00
16	Coal stations.....	None	None
17	Station buildings and fixtures.....	12,184.10	9,208.74
18	Miscellaneous buildings.....	6,060.00	3,695.00
19	Steam and electric power plants, gas plants.....	None	None
20	General repair shops.....	None	None
21	Shop machinery and tools.....	None	None
22	Engine houses, turntables and cinder pits.....	None	None
23	Track scales.....	None	None
24	Docks and wharves (incl. coal and ore docks).....	None	None
25	Interlocking plants.....	None	None
26	Signal apparatus.....	None	None
27	Telegraph lines and appurtenances.....	132.00	92.40
28	Telephone lines and appurtenances.....	None	None
29	Adaptation and solidification of roadbed.....	42,891.02	42,891.02
	Total of items 1 to 29, inclusive.....	\$599,916.14	\$491,323.23
30	Engineering, superintendence, legal expenses, 4%	26,996.23	26,996.23
	Total of items 1 to 30, inclusive.....	\$626,912.37	\$518,319.51
31	Locomotives	29,371.73	17,969.72
32	Passenger equipment	23,636.14	16,427.12
33	Freight car equipment.....	77,762.76	61,510.34
34	Miscellaneous equipment	None	None
35	Marine equipment	None	None
	Total of items 1 to 35 inclusive.....	\$757,683.00	\$614,226.69
36	*Freight on construction material.....	19,508.63	19,508.63
	Total of items 1 to 36, inclusive.....	\$777,191.63	\$633,735.32
37	Contingencies, 5% on total of items 1 to 36.....	38,859.58	38,859.58
38	Stores, and supplies, in Minnesota.....	None	None
	Interest during construction, 4% on the cost of re- production, items 1 to 36, inclusive, except item 29 (1 year).....	29,372.02	29,372.02
	Grand totals	\$845,423.23	\$701,966.92
	Omitting adap. and solid'n of roadbed, \$46,965.67..	\$798,457.56	\$655,001.25

*For cross ties, rails, track fastenings, switches and frogs.

KEY NO. 28.

APPENDIX "C"

DETAILS OF RIGHT OF WAY VALUES ON RECENTLY
CONSTRUCTED RAILROADS SHOWING TRUE
VALUE OF LANDS AND ACTUAL COST
OF THE RIGHT OF WAY.

APPENDIX "C."

EXHIBIT 1.

TRANSFERS OF FARM LANDS ADJACENT TO ILLINOIS CENTRAL RAIL-
ROAD COMPANY BETWEEN LYLE AND GLENVILLE.

COUNTIES OF MOWER AND FREEBORN.

LAND TRANSFERS ADJACENT TO ILLINOIS CENTRAL R. R.

MOWER COUNTY.

Acres.	True Values	
	Price per Acre.	Total.
40.....	\$50.00	\$2,000.00
10.....	50.00	500.00
80.....	50.00	4,000.00
80.....	48.12	3,849.60
80.....	40.42	3,233.60
80.....	40.00	3,200.00
80.....	57.37	4,589.60
450.....	—Total—	\$21,372.80
Average price per acre.....		\$47.50

LAND TRANSFERS ADJACENT TO ILLINOIS CENTRAL R. R.

FREEBORN COUNTY.

Acres.	True Values	
	Price per Acre.	Total.
40.....	\$50.00	\$2,000.00
120.....	41.50	4,980.00
43.50.....	45.00	1,957.50
40.....	50.00	2,000.00
57.87.....	39.74	2,299.90
70.....	57.14	3,999.80
80.....	55.12	4,409.60
45.63.....	27.00	1,232.01
65.....	50.00	3,250.00
160.....	50.00	8,000.00
26.66.....	50.00	1,333.00
40.....	50.00	2,000.00
80.....	32.50	2,600.00
160.....	65.62	10,499.20
240.....	61.43	14,743.20
40.....	38.75	1,550.00
160.....	48.12	7,699.20
80.....	62.50	5,000.00
40.....	50.00	2,000.00
80.....	87.50	7,000.00
40.....	41.25	1,650.00
80.....	45.00	3,600.00
80.....	50.00	4,000.00
40.....	40.00	1,600.00
140.....	52.14	7,299.60
60.....	44.00	2,640.00
40.....	35.00	1,400.00
219.....	52.51	11,499.69
160.....	34.37	5,499.20
120.....	50.00	6,000.00
80.....	40.00	3,200.00
80.....	45.50	3,640.00
80.....	33.12	2,649.60
160.....	50.00	8,000.00
3,047.66.....	—Total—	\$151,231.50
Average price per acre.....		\$49.62

**LANDS OBTAINED BY ILLINOIS CENTRAL RAILROAD FOR RIGHT OF WAY.
MOWER COUNTY.**

No.	Acres.	Warranty Deeds Given Con- sideration.	Per Acres.	Condemnation Proceedings Con- sideration.	Per Acres.
1.....	3.00	\$1,180.00	\$393.33	.....	.....
2.....	7.28	.....	.....	\$1,208.00	\$165.93
3.....	3.03	.....	.....	850.59	280.72
4.....	3.03	.....	.....	1,100.00	363.04
5.....	5.96	548.01	91.95	.....	.....
6.....	3.03	.....	.....	800.00	264.02
7.....	3.03	.....	.....	850.00	280.52
8.....	3.03	303.00	100.00	.....	.....
9.....	3.03	303.00	100.00	.....	.....
10.....	0.95	40.00	42.10	.....	.....
11.....	6.35	.....	.....	1,000.00	157.47
12.....	6.81	.....	.....	1,061.25	155.83
13.....	6.93	.....	.....	1,600.00	230.88
14.....	2.78	444.60	159.92	.....	.....
15.....	.....	.....	.....	875.43	230.00
16.....	.....	.....	.....	953.00	143.99
Totals.....	65.68	\$2,818.61		\$10,298.27	
Averages.....		18.75Ac.	\$150.32	49.93Ac.	\$206.22
Average price per acre.....					\$190.98
Average true value of lands, per acre.....					47.50
Right of way value to true value.....					400%

**LANDS OBTAINED BY ILLINOIS CENTRAL RAILROAD FOR RIGHT OF WAY.
FREEBORN COUNTY.**

No.	Acres.	Warranty Deeds Given Con- sideration.	Per Acres.	Condemnation Proceedings Con- sideration.	Per Acres.
17.....	2.52	\$1,200.00	\$476.19	.....	.....
18.....	4.13	322.61	78.11	.....	.....
19.....	10.80	1.00	.09	.....	.....
20.....	2.37	142.14	60.00	.....	.....
21.....	4.31	272.40	63.20	.....	.....
22.....	3.44	.....	.....	\$900.00	\$261.63
23.....	3.33	.....	.....	300.00	90.09
24.....	2.01	120.60	60.00	.....	.....
25.....	4.80	293.00	61.04	.....	.....
26.....	6.82	409.20	60.00	.....	.....
27.....	1.60	.....	.....	99.40	62.12
28.....	1.63	1.00	.61	.....	.....
29.....	8.48	523.80	61.78	.....	.....
30.....	3.37	202.56	60.10	.....	.....
31.....	6.79	407.64	60.00	.....	.....
32.....	3.37	219.05	65.00	.....	.....
33.....	3.41	250.75	73.53	.....	.....
34.....	1.88	94.00	50.00	.....	.....
35.....	5.27	.....	.....	3,000.00	569.26
36.....	13.31	1.00	.07	.....	.....
37.....	6.74	471.80	70.00	.....	.....
38.....	6.81	568.94	82.08	.....	.....
39.....	3.03	.....	.....	360.00	118.81
40.....	2.00	149.88	74.94	.....	.....
41.....	6.22	466.50	73.39	.....	.....
42.....	3.03	236.77	78.14	.....	.....
43.....	8.83	777.12	87.67	.....	.....
44.....	3.06	274.72	89.77	.....	.....
45.....	3.06	394.95	129.07	.....	.....
46.....	3.05	274.86	90.12	.....	.....
47.....	6.12	551.43	90.10	.....	.....
48.....	1.52	136.80	90.00	.....	.....
49.....	3.03	270.00	89.11	.....	.....
50.....	1.52	140.00	92.10	.....	.....
51.....	6.04	1,050.00	173.84	.....	.....
52.....	2.00	600.00	300.00	.....	.....
	159.70	\$10,824.52		\$4,659.40	
		143.03	\$75.68	16.67	\$279.51
Average price paid, including damages, per acre.....					\$96.96
Average true value of lands, per acre.....					49.62
Right of way value to true value.....					195%

**SUMMARY OF LANDS OBTAINED BY THE ILLINOIS CENTRAL RAILROAD
FOR RIGHT OF WAY IN MOWER AND FREEBORN COUNTIES.**

Average true value lands.....	\$49.34
Average right of way value lands.....	125.23
Right of way value to true value.....	253%

APPENDIX- "C."

EXHIBIT 2.

**TRANSFERS OF FARM LANDS ADJACENT TO CHICAGO, MILWAUKEE &
ST. PAUL RY., FROM FARMINGTON TO MANKATO.**

COUNTIES OF DAKOTA, SCOTT, RICE, LE SUEUR, BLUE EARTH.

**LAND TRANSFERS ADJACENT TO CHICAGO, MILWAUKEE & ST. PAUL RY.
Farmington-Mankato Line.**

DAKOTA COUNTY.

Acres.	True Values	
	Price per Acre.	Total.
160	\$45.00	\$7,200.00
160	50.62	8,099.20
80	37.50	3,000.00
80	50.00	4,000.00
40	32.50	1,300.00
80	37.50	3,000.00
49.38	40.50	1,998.89
649.38	—Totals—	\$28,598.09
Average price per acre.....		\$44.04

**LAND TRANSFERS ADJACENT TO CHICAGO, MILWAUKEE & ST. PAUL RY.
SCOTT COUNTY.**

Acres.	True Values	
	Price per Acre.	Total.
78	\$38.46	\$3,000.00
160	44.37	7,100.00
23	30.43	700.00
36.25	74.97	2,718.00
297.25	—Total—	\$13,518.00
Average price per acre.....		\$45.14

**LAND TRANSFERS ADJACENT TO CHICAGO, MILWAUKEE & ST. PAUL RY.
RICE COUNTY.**

Acres.	True Values	
	Price per Acre.	Total.
100	\$46.00	\$4,600.00
80	41.25	3,300.00
80	37.50	3,000.00
160	50.00	8,000.00
80	46.25	3,700.00
80	30.62	2,449.60
80	40.00	3,200.00
120	40.00	4,800.00
40	37.50	1,500.00
80	48.75	3,900.00
75	49.33	3,709.75
40	37.50	1,500.00
6	75.00	450.00
80	55.00	4,400.00
40	60.00	2,400.00
40	50.00	2,000.00
80	37.50	3,000.00
10	46.50	465.00
60	58.33	3,499.80
40	75.00	3,000.00
20	65.00	1,300.00
40	55.00	2,200.00
120	56.66	6,799.20
1,551	—Total—	\$73,173.35
Average price per acre.....		\$47.18

LAND TRANSFERS ADJACENT TO CHICAGO, MILWAUKEE & ST. PAUL RY.

LE SUEUR COUNTY.

Acres.	True Values	
	Price per Acre.	Total.
80	\$62.50	\$5,000.00
65.3	65.85	4,300.00
67	59.70	3,999.90
66.85	59.83	3,999.64
53	69.81	3,699.93
160	37.50	6,000.00
50	32.00	1,600.00
40	70.00	2,800.00
160	18.75	3,000.00
80	70.32	5,625.60
20	120.00	2,400.00
53.33	90.00	4,799.70
80	32.50	2,600.00
40	62.50	2,500.00
80	55.00	4,400.00
80	38.75	3,100.00
40	25.00	1,000.00
67	50.74	3,400.25
120	33.33	3,999.60
80	51.25	4,100.00
149.29	20.09	2,999.24
80	62.50	5,000.00
80	39.37	3,149.60
40	36.92	1,476.80
20	52.00	1,040.00
80	25.00	2,000.00
160	37.50	6,000.00
40	66.25	2,650.00
80	37.50	3,000.00
77	51.95	4,000.15
80	45.00	3,600.00
40	45.50	1,820.00
80	35.00	2,800.00
80	60.00	4,800.00
120	45.83	5,499.60
80	55.00	4,400.00
30	60.00	1,800.00
40	55.00	2,200.00
160	60.00	9,600.00
80	62.50	5,000.00
80	43.75	3,500.00
40	75.00	3,000.00
40	40.00	1,600.00
46.75	53.47	2,499.72
80	36.85	2,948.00
15	47.35	710.25
79	50.63	3,999.77
160	31.25	5,000.00
80	50.00	4,000.00
196.75	47.35	9,316.11
40	55.00	2,200.00
80	40.00	3,200.00
78.5	34.39	2,699.61
80	43.75	3,500.00
80	27.92	2,233.60
40	27.80	1,112.00
120	57.58	6,909.60
40	35.00	1,400.00
20	40.00	800.00
78.77	43.16	3,399.71
39.65	27.24	1,080.06
48.26	41.44	1,999.89
4,641.45	—Total—	\$218,660.58
Average price per acre.....		\$47.11

LAND TRANSFERS ADJACENT TO CHICAGO, MILWAUKEE & ST. PAUL RY.

BLUE EARTH COUNTY.

Acres.	True Values	
	Price per Acre.	Total.
40.....	\$38.29	\$1,531.60
27.....	35.14	948.78
80.....	56.25	4,500.00
20.....	75.00	1,500.00
120.....	38.33	4,599.60
287	—Total—	\$13,079.98
Average price per acre.....		\$45.58

LANDS OBTAINED BY CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
(Farmington-Mankato Line) FOR RIGHT OF WAY.

DAKOTA COUNTY.

Acres.	Total Consideration.
1.15.....	\$144.00
3.46.....	1,100.00
0.75.....	125.00
2.53.....	275.00
4.73.....	1,050.00
5.40.....	1,000.00
1.25.....	200.00
11.83.....	2,500.00
0.33.....	50.00
3.36.....	500.00
3.45.....	600.00
3.25.....	600.00
3.10.....	500.00
2.00.....	375.00
0.70.....	225.00
4.50.....	700.00
6.58.....	1,200.00
0.92.....	150.00
3.25.....	800.00
3.25.....	700.00
6.52.....	1,112.16
6.55.....	1,900.00
2.22.....	\$350.00
4.34.....	800.00
1.59.....	425.00
1.62.....	425.00
2.32.....	800.00
12.00.....	400.00
102.95	—Total—
Average price per acre.....	\$19,006.16
Average true value.....	\$184.61
Right of way value to true value.....	45.44
	406%

LANDS OBTAINED BY CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
(Farmington-Mankato Line) FOR RIGHT OF WAY.

SCOTT COUNTY.

Acres.	SCOTT COUNTY.	Total Consideration.
3.55.....		\$355.00
5.50.....		408.00
1.33.....		200.00
5.36.....		240.00
3.01.....		227.98
1.50.....		275.00
3.13.....		200.00
3.50.....		262.40
6.00.....		1,000.00
3.53.....		400.00
4.20.....		500.00
3.28.....		300.00
1.43.....		225.00
1.45.....		181.00
46.77	—Total—	\$4,774.38
Average price per acre.....		\$102.08
Average true value.....		45.14
Right of way value to true value.....		224%

**LANDS OBTAINED BY CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
(Farmington-Mankato Line) FOR RIGHT OF WAY.**

RICE COUNTY.

Acres.	Total Consideration.
1.56.....	\$156.00
4.68.....	468.00
6.12.....	612.00
3.04.....	304.00
1.54.....	154.00
3.07.....	371.60
0.23.....	1.00
3.03.....	333.00
1.89.....	189.00
2.67.....	1,775.00
3.15.....	315.00
3.16.....	316.00
3.16.....	316.00
2.58.....	258.00
3.13.....	313.00
5.22.....	522.00
2.69.....	269.00
1.06.....	124.00
4.85.....	565.00
9.90.....	739.73
3.50.....	2,000.00
0.85.....	85.00
6.56.....	656.00
7.27.....	727.00
4.72.....	472.00
3.62.....	362.00
6.41.....	725.00
3.58.....	358.00
3.85.....	1,187.00
0.33.....	50.00
7.53.....	831.00
8.18.....	458.75
3.95.....	411.00
0.65.....	375.00
6.72.....	1,600.00
3.17.....	500.00
3.04.....	304.00
1.20.....	72.00
139.86	—Total—
Average price per acre.....	\$19,275.08
Average true value.....	\$137.82
Right of way value to true value.....	47.18
	292%

LANDS OBTAINED BY CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
(Farmington-Mankato Line) FOR RIGHT OF WAY.

LE SUEUR COUNTY.

Acres.	Total Consideration.
3.04.....	\$304.00
3.01.....	450.00
1.56.....	55.00
0.12.....	100.00
3.00.....	450.00
4.49.....	300.00
3.17.....	1,050.00
2.10.....	300.00
1.82.....	125.00
3.17.....	475.50
0.05.....	85.00
3.20.....	480.00
3.12.....	1,398.48
25.15.....	3,916.00
3.49.....	698.00
3.18.....	556.50
1.27.....	200.00
1.29.....	200.00
2.97.....	445.00
2.20.....	330.00
3.12.....	472.00
0.23.....	37.00
3.19.....	553.50
8.26.....	1,236.00
3.75.....	562.50
3.31.....	666.00
1.26.....	425.00
6.17.....	925.50
2.94.....	367.50
2.19.....	301.00
1.26.....	189.00
2.53.....	253.00
4.35.....	1,154.50
0.17.....	17.00
0.59.....	59.00
3.46.....	346.00
1.95.....	219.94
1.50.....	150.00
1.13.....	100.00
5.28.....	528.00
3.07.....	307.00
3.22.....	322.00
2.38.....	1,300.00
1.95.....	195.00
3.50.....	350.00
1.35.....	135.00
1.70.....	170.00
1.75.....	175.00
2.99.....	299.00
2.05.....	205.00
3.54.....	354.00
3.77.....	377.00
0.51.....	276.00
5.05.....	505.00
2.02.....	202.00
3.05.....	305.00
0.69.....	69.00
3.73.....	373.00
11.00.....	1,100.00
8.50.....	850.00
3.98.....	450.00
7.64.....	1,565.00
4.35.....	435.00
3.22.....	322.00
3.32.....	332.00
1.99.....	250.00
0.69.....	175.00
1.17.....	170.00
3.25.....	325.00
0.30.....	67.00
2.37.....	700.00
0.28.....	125.00
6.15.....	1,000.00
1.56.....	175.00

**LANDS OBTAINED BY CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
(Farmington-Mankato Line) FOR RIGHT OF WAY.**

Acres.	Total Consideration.
1.56.....	215.00
0.50.....	53.00
2.31.....	400.00
6.14.....	690.00
5.39.....	631.63
0.92.....	92.00
1.59.....	159.00
1.59.....	159.00
3.10.....	310.00
3.08.....	468.00
3.75.....	375.00
3.49.....	349.00
4.27.....	427.00
0.14.....	14.00
4.14.....	414.00
4.14.....	627.00
0.46.....	80.00
4.42.....	500.00
6.74.....	744.50
0.92.....	92.00
3.40.....	425.00
4.35.....	435.00
3.68.....	568.75
2.27.....	227.00
7.32.....	915.00
3.85.....	630.00
3.79.....	600.00
3.62.....	410.00
1.61.....	161.00
4.28.....	428.00
3.70.....	370.00
4.13.....	413.00
3.85.....	550.00
2.37.....	255.00
2.73.....	273.00
2.79.....	400.00
4.77.....	574.00
3.10.....	410.00
358.89	—Total— \$49,285.80
Average price per acre.....	\$137.32
Average true value farm lands.....	47.11
Right of way value to true value.....	291%

**LANDS OBTAINED BY CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
(Farmington-Mankato Line) FOR RIGHT OF WAY.**

Acres.	Total Consideration.
1.90.....	\$243.75
5.00.....	1,060.00
4.83.....	800.00
1.27.....	158.75
3.05.....	600.00
1.52.....	250.00
1.52.....	200.00
0.50.....	25.00
1.07.....	160.50
2.48.....	500.00
6.09.....	900.00
29.23	—Total— \$4,898.00
Average price per acre.....	\$167.56
Average true value.....	45.53
Right of way value to true value.....	367%

**LANDS OBTAINED BY THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
COMPANY (Farmington-Mankato Line) FOR RIGHT OF WAY.**

IN THE COUNTIES OF DAKOTA, SCOTT, RICE, LE SUEUR, BLUE EARTH.

Average true value of farm lands.....	\$46.86
Average right of way value of lands.....	142.89
Average right of way value to true value.....	305%

APPENDIX "C."

EXHIBIT 3.

TRANSFERS OF FARM LANDS ADJACENT TO MINNEAPOLIS, ST. PAUL &
SAULT STE. MARIE RY., FROM GLENWOOD NORTH TO STATE
LINE NEAR EMERSON, AND FROM THIEF RIVER
FALLS WEST TO STATE LINE NEAR OSLO.

COUNTIES OF POPE, DOUGLAS, OTTER TAIL, BECKER, NORMAN (now Mah-
nomen), POLK, RED LAKE, MARSHALL, KITTSON.

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Section No. 4.

POPE COUNTY (From Glenwood North).

Acres.	True Values	
	Price per Acre.	Total Consideration.
400	\$27.50	\$11,000.00
40	25.00	1,000.00
200	42.00	8,400.00
160	29.25	4,680.00
80	20.62	1,650.00
80	35.00	2,800.00
80	25.00	2,000.00
240	20.41	4,900.00
160	20.00	3,200.00
160	23.00	3,679.92
147.08	27.00	3,971.00
1,747.08 —Totals—	\$27.06	\$47,280.92
Total number transfers.....		11

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Section No. 4.

DOUGLAS COUNTY.

Acres.	True Values	
	Price per Acre.	Total Consideration.
40	\$35.00	\$1,400.00
144.72	90.65	10,399.37
148.80	26.88	3,999.74
40	42.50	1,700.00
80	8.50	680.00
10	50.00	500.00
6	75.00	450.00
469.52 —Totals—	\$40.74	\$19,129.11
Total number transfers.....		7

Note.—These sales are all in vicinity of Alexandria and are not a fair index to values along the "Soo Line," as a whole county.

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Section No. 4.

OTTER TAIL COUNTY.

Acres.	True Values	
	Price per Acre.	Total Consideration.
146	\$10.75	\$1,570.00
40	4.00	160.00
141.05	10.00	1,410.50
50.85	16.04	960.00
121.74	5.75	700.00
80	12.50	1,000.00
40	14.37	575.00
217	18.43	4,000.00
40	12.50	500.00
79.45	16.36	1,300.00
40	15.00	600.00
80	16.25	1,300.00
80	10.00	800.00
179.60	17.81	2,200.00
80	31.25	2,500.00
120	33.33	4,000.00
160	37.50	6,000.00
553.51	16.26	9,000.00
80	6.25	500.00
160	12.50	2,000.00
80	13.75	1,100.00
80	22.50	1,800.00
138.50	18.77	2,600.00
160	10.00	1,600.00
122.05	5.73	700.00
160	10.00	1,600.00
120	18.33	2,200.00
80	30.00	2,400.00
40	4.00	160.00
80	6.00	480.00
120	22.07	2,650.00
80	22.50	1,800.00
80	6.87	549.60
80	14.16	1,132.80
100	14.16	2,265.60
40	10.00	400.00
63	22.37	1,409.31
80	25.00	2,000.00
196.93	20.31	4,000.00
40	10.00	400.00
90	33.33	3,000.00
320	28.12	8,998.40
40	4.37	174.80
160	12.00	1,920.00
80	10.00	800.00
79.75	12.54	1,000.07
5,268.43	—Totals—	\$89,216.08
Total number transfers.....		46

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Section No. 4.

BECKER COUNTY.

South line of county, north, to south line of White Earth Indian Reservation at
Callaway.

Acres.	True Values	
	Price per Acre.	Total Consideration.
160	\$26.00	\$4,160.00
80	15.00	1,200.00
40	8.75	350.00
79.75	12.53	999.27
40	22.50	900.00
79.25	25.23	1,999.48
216.75	23.53	5,100.13
120	29.16	3,499.20
80	10.00	800.00
199.38	28.00	5,582.64
160	12.50	2,000.00
80	27.50	2,200.00
40	65.00	2,600.00
68.25	29.30	1,999.73
166.75	17.99	2,999.83
13	38.45	499.85
65	40.00	2,600.00
160	31.87	5,099.20
120	20.00	2,400.00
120	5.00	600.00
60	10.00	600.00
2,148.13	—Totals—	
Total number transfers.....	\$22.43	\$48,189.33
		21

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Sections 4 and 5.

Across White Earth Indian Reservation, part of Becker county from Callaway
north, and all of Norman county (now Mahnommen).

Acres.	True Values	
	Price per Acre.	Total Consideration.
80	\$7.50	\$600.00
160	7.50	1,200.00
80	7.50	600.00
80	12.50	1,000.00
80	10.40	832.00
400	1.00	400.00
80	10.00	800.00
80	10.00	800.00
80	10.00	800.00
80	1.25	100.00
80	14.37	1,150.00
80	5.00	400.00
80	16.10	1,288.00
80	12.25	980.00
80	8.80	704.00
78.60	10.81	850.00
80	37.50	3,000.00
80	7.50	600.00
80	11.25	900.00
80	10.00	800.00
80	8.75	700.00
80	8.00	640.00
80	7.50	600.00
80	7.50	600.00
2,318.60	—Totals—	
Total number transfers.....	\$8.77	\$20,344.00
		24

Note.—True value of \$20.00 per acre in appraisal, based on inquiries made during inspection.

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Section No. 5.

POLK COUNTY.

Acres.	True Values	
	Price per Acre.	Total Consideration.
160	\$21.25	\$3,400.00
40	20.00	800.00
80	37.50	3,000.00
153.15	22.20	3,400.00
174	22.99	4,000.00
100	20.00	2,000.00
40	21.87	875.00
80	25.00	2,000.00
827.15	—Totals—	\$23.54
Total number transfers.....		\$19,475.00
		8

Note.—These sales are all in vicinity of Erskine and they are not a fair index to values along "Soo Line" as a whole through county.

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Section No. 5.

RED LAKE COUNTY.

Acres.	True Values	
	Price per Acre.	Total Consideration.
160	\$2.50	\$400.00
120	5.00	600.00
280	5.00	1,400.00
40	5.00	200.00
640	5.00	3,200.00
240	5.00	1,200.00
120	5.00	600.00
480	5.00	2,400.00
80	5.00	400.00
40	12.95	518.00
40	12.95	518.00
160	15.62	2,500.00
160	21.72	3,475.00
160	15.00	2,400.00
40	10.36	414.28
125.45	30.00	3,763.50
154	12.34	1,900.00
116	8.62	1,000.00
160	15.31	2,450.00
160	21.87	3,500.00
120.69	10.03	1,210.00
80	21.25	1,700.00
160	13.00	2,880.00
40	6.25	250.00
160	12.50	2,000.00
160	10.62	1,700.00
160	21.00	3,360.00
160	1.87	300.00
179.42	16.72	3,000.00
80	12.50	1,000.00
80	12.50	1,000.00
160	13.12	2,100.00
160	17.37	2,780.00
240	10.36	2,485.72
320	7.68	2,300.00
160	11.87	1,900.00
160	9.37	1,500.00
160	6.25	1,000.00
160	8.81	1,410.00
6,375.56	—Totals—	\$10.46
Total number transfers.....		\$66,714.50
		39

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Kenmare Line—Appraisal Section No. 6.

RED LAKE COUNTY.

Acres.	True Values	
	Price per Acre.	Total Consideration.
8,217.64.....	\$20.54	\$168,824.32
Total number transfers.....		51

Note.—There are no transfers along "Soo Line." Market values are based on transfers adjacent to Great Northern Railway.

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Section No. 5.

MARSHALL COUNTY.

Acres.	True Values	
	Price per Acre.	Total Consideration.
160.....	\$10.62	\$1,700.00
160.....	10.94	1,750.00
160.....	15.62	2,500.00
160.....	4.00	640.00
160.....	11.25	1,800.00
160.....	9.37	1,500.00
160.....	20.00	3,200.00
160.....	13.00	2,080.00
160.....	30.00	4,800.00
160.....	18.50	2,960.00
160.....	21.00	3,360.00
120.....	8.33	1,000.00
160.....	12.50	2,000.00
240.....	20.00	4,800.00
160.....	8.12	1,300.00
80.....	15.06	1,205.00
160.....	9.37	1,500.00
160.....	10.00	1,600.00
40.....	8.00	320.00
80.....	10.00	800.00
80.....	31.25	2,500.00
160.....	10.00	1,600.00
160.....	12.50	2,000.00
160.....	20.00	3,200.00
160.....	6.87	1,100.00
160.....	22.50	3,600.00
80.....	25.00	2,000.00
160.....	12.50	2,000.00
80.....	10.00	800.00
60.....	13.33	800.00
120.....	11.67	1,400.00
240.....	15.00	3,600.00
160.....	10.00	1,600.00
160.....	28.12	4,500.00
160.....	8.25	1,320.00
160.....	7.50	1,200.00
160.....	9.37	1,500.00
160.....	12.50	2,000.00
160.....	9.41	1,506.00
5,700.....		
—Totals—		
Total number transfers.....	\$13.87	\$79,041.00
		39

**LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.**

Kenmare Line—Appraisal Section No. 6.

MARSHALL COUNTY.

Acres.	True Values	
	Price per Acre.	Total Consideration.
80	\$25.00	\$2,000.00
160	20.00	3,200.00
160	23.75	3,800.00
20	70.00	1,400.00
160	25.00	4,000.00
40	19.00	760.00
160	25.00	4,000.00
160	40.00	6,400.00
320	33.00	10,560.00
160	35.00	5,600.00
320	35.00	11,200.00
160	21.19	3,500.00
63.05	20.00	1,261.00
240	35.00	8,400.00
160	22.19	3,550.00
120	25.00	3,000.00
160	20.00	3,200.00
160	19.41	3,105.33
160	20.00	3,200.00
40	20.00	800.00
160	16.25	2,600.00
160	20.00	3,200.00
320	20.00	6,400.00
320	20.00	6,400.00
160	15.00	2,400.00
80	25.00	2,000.00
320	20.31	6,500.00
80	12.50	1,000.00
160	12.50	2,000.00
160	15.00	2,400.00
80	15.06	1,205.00
148.11	27.00	4,000.00
80	28.06	2,245.00
80	31.25	2,500.00
160	21.19	3,500.00
80	31.25	2,500.00
160	20.00	3,200.00
40	25.00	1,000.00
80	12.50	1,000.00
40	11.25	450.00
480	18.56	8,907.00
160	40.62	6,500.00
160	40.00	6,400.00
160	13.75	2,200.00
320	26.56	8,500.00
480	35.00	16,800.00
240	15.42	3,700.00
160	16.25	2,600.00
160	30.00	4,800.00
200	24.00	4,800.00
160	12.50	2,000.00
120	25.00	3,000.00
160	12.50	2,000.00
80	20.00	1,600.00
401.95	14.99	6,025.00
9,313.11	—Totals—	\$219,263.33
Total number transfers.....	\$23.54	55

LAND TRANSFERS ADJACENT TO MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY.

Winnipeg Line—Appraisal Section No. 5.

KITTSON COUNTY.

Acres.	True Values	
	Price per Acre.	Total Consideration.
160	\$30.00	\$4,800.00
160	50.00	8,000.00
160	12.50	2,000.00
160	30.00	4,800.00
160	40.62	6,500.00
80	30.00	2,400.00
160	50.00	8,000.00
25	32.00	800.00
160	20.00	3,200.00
80	40.00	3,200.00
165.07	21.20	3,500.00
160	25.00	4,000.00
199.87	15.01	3,000.00
160	18.47	2,955.00
320	16.00	5,120.00
160	15.00	2,400.00
160	9.37	1,500.00
160	11.87	1,900.00
80	15.00	1,200.00
160	15.00	2,400.00
160	7.19	1,150.00
164	20.35	3,336.23
150	14.00	2,100.00
160	13.00	2,080.00
160	10.00	1,600.00
160	15.00	2,400.00
160	10.00	1,600.00
158.93	15.73	2,500.00
159	31.44	5,000.00
160	10.12	1,620.00
80	12.00	960.00
160	10.00	1,600.00
120	16.67	2,000.00
152.8	7.53	1,150.00
137.5	3.64	501.91
160	23.75	3,800.00
160	31.25	5,000.00
158.33	32.84	5,200.00
320	17.19	5,500.00
320	19.00	6,080.00
260	22.00	5,720.00
160	15.62	2,500.00
160	36.25	5,800.00
160	21.87	3,500.00
164	14.63	2,400.00
320	17.32	5,542.00
160	17.50	2,800.00
160	29.12	4,660.00
160	12.50	2,000.00
30	8.17	2,450.00
8,394.50	—Totals—	\$19.56
Total number transfers		\$164,225.14
		50

LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE

Winnipeg Line—Appraisal Section No. 4.

POPE COUNTY (From Glenwood, North).

Number of Acres.	Average Price per Acre.	Total Consideration.
3.00.....	\$225.00
3.88.....	150.00
2.23.....	105.00
6.07.....	305.00
6.18.....	1,054.00
5.77.....	300.00
3.12.....	450.00
6.19.....	270.00
2.66.....	200.00
6.18.....	1,200.00
6.19.....	310.00
3.11.....	300.00
3.11.....	375.00
6.22.....	375.00
2.72.....	150.00
.34.....	25.00
3.01.....	140.00
6.16.....	470.00
76.14	—Totals—	\$6,404.00
Total number transfers.....		18
Average price paid by railway company, per acre.....		\$84.11
Average true value.....		27.06
Right of way value to true value.....		311%

LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.

Winnipeg Line—Appraisal Section No. 4.

DOUGLAS COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
6.20.....	\$325.00
3.99.....	350.00
5.44.....	300.00
3.02.....	275.00
1.00.....	190.00
2.10.....	105.00
3.30.....	165.00
5.14.....	930.00
2.10.....	112.00
1.45.....	150.00
6.73.....	500.00
6.06.....	429.00
6.16.....	235.00
5.88.....	325.00
6.10.....	300.00
2.62.....	155.00
6.04.....	325.00
6.06.....	425.00
3.06.....	150.00
15.29.....	1,000.00
3.29.....	850.00
1.24.....	91.00
2.76.....	725.00
4.50.....	300.00
5.73.....	235.00
4.02.....	600.00
1.15.....	1,272.00
2.60.....	620.00
2.64.....	800.00

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Winnipeg Line—Appraisal Section No. 4.

DOUGLAS COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
3.98.....	300.00
2.07.....	150.00
3.95.....	240.00
1.33.....	75.00
6.14.....	264.00
.05.....	5.00
6.64.....	312.00
6.40.....	345.00
3.22.....	375.00
3.20.....	160.00
2.49.....	120.00
3.84.....	188.00
5.54.....	300.00
.71.....	80.00
6.13.....	308.00
6.05.....	192.00
6.04.....	192.00
6.03.....	210.00
3.05.....	90.00
3.03.....	105.00
3.06.....	90.00
3.05.....	800.00
6.05.....	216.00
3.03.....	90.00
3.05.....	80.00
4.25.....	212.50
.51.....	15.00
3.11.....	46.65
3.04.....	76.00
3.93.....	75.00
6.06.....	212.00
3.04.....	106.40
6.23.....	211.82
6.10.....	200.00
1.84.....	65.00
6.07.....	180.00
.37.....	9.00
2.81.....	112.00
3.13.....	100.00
4.05.....	100.00
277.34 —Totals—	\$69.58	\$19,297.37
Total number transfers.....		69
Average price paid by railway company, per acre.....		\$69.58
Average true value.....		47.74
Right of way value to true value.....		171%

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Winnipeg Line—Appraisal Section No. 4.

OTTER TAIL COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
3.16.....	\$100.00
3.19.....	136.85
2.42.....	90.00
3.27.....	90.00
.20.....	10.00
3.20.....	320.00
3.23.....	120.00
3.12.....	124.80
3.55.....	100.00
5.17.....	150.00
.01.....	200.00
6.25.....	475.00
3.03.....	121.20
.92.....	50.00
5.69.....	284.50

LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.

Winnipeg Line—Appraisal Section No. 4.

OTTER TAIL COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
2.12		53.00
7.62		520.00
3.20		200.00
6.56		456.40
.77		176.55
5.97		365.00
.43		17.20
3.25		130.00
5.59		223.60
4.04		230.00
6.41		876.00
6.47		286.00
.43		20.00
2.76		140.00
6.30		252.00
5.20		156.00
3.20		112.00
2.74		65.00
6.82		233.70
3.51		225.40
6.42		1,000.00
1.20		48.00
6.23		339.95
3.28		140.00
3.45		140.00
1.89		45.00
3.77		300.00
4.65		200.25
.01		10.00
7.43		950.00
.10		\$25.00
2.84		176.40
.91		40.00
4.02		261.30
3.72		186.00
3.83		536.20
3.31		331.00
8.17		817.00
.03		10.00
3.92		274.40
.55		39.20
7.52		827.20
1.42		120.70
4.50		500.00
2.25		168.75
4.23		425.00
2.60		201.00
1.45		87.00
8.16		693.60
3.67		260.00
1.06		47.70
2.69		800.00
6.25		385.00
1.01		70.00
.76		45.60
2.89		144.50
2.38		166.60
1.10		59.50
4.23		253.80
2.76		110.40
6.19		638.00
3.05		137.25
6.29		283.05
1.29		136.00
1.62		64.00
4.04		185.00
4.80		314.40
1.01		58.35
4.99		224.55
6.69		301.05
8.17		612.75
3.89		132.75

LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.

Winnipeg Line—Appraisal Section No. 4.

OTTER TAIL COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
3.40.....	300.00
2.79.....	115.15
3.08.....	106.05
6.16.....	277.20
6.16.....	215.60
1.45.....	55.00
.28.....	25.00
7.07.....	350.00
1.20.....	74.20
2.38.....	100.00
2.81.....	60.00
.67.....	30.00
.62.....	120.00
1.97.....	60.00
3.31.....	140.00
3.05.....	140.00
1.14.....	100.00
2.63.....	140.00
7.88.....	280.00
3.18.....	125.00
3.07.....	800.00
6.19.....	1,150.00
2.63.....	85.00
9.36.....	140.40
3.77.....	105.00
2.02.....	100.00
1.70.....	75.00
3.92.....	157.00
3.70.....	142.45
1.04.....	36.40
7.90.....	43.70
3.48.....	100.00
.55.....	22.00
3.89.....	200.00
6.10.....	275.00
6.12.....	61.69
.47.....	15.00
5.68.....	180.00
3.17.....	125.00
3.49.....	105.00
6.65.....	500.00
2.66.....	130.50
7.04.....	550.00
1.90.....	60.00
7.54.....	350.00
6.94.....	420.00
3.17.....	90.00
3.67.....	500.00
5.41.....	140.00
11.49.....	540.00
2.25.....	75.00
6.70.....	1,500.00
3.03.....	150.00
6.23.....	61.70
4.41.....	150.00
4.97.....	175.00
1.43.....	35.00
2.20.....	750.00
6.09.....	1,200.00
1.72.....	75.00
8.69.....	662.50
.25.....	40.00
3.05.....	48.00
6.38.....	195.00
6.18.....	450.00
572.43.....	—Totals—	\$37,515.94
Total number transfers.....		152
Average price paid by railway company per acre.....	\$65.54	\$65.54
Average true value.....		16.93
Right of way value to true value.....		387%

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Winnipeg Line—Appraisal Section No. 4.

BECKER COUNTY.

South line of county, north, to south line of White Earth Indian Reservation at Callaway.

Number of Acres.	Average Price per Acre.	Total Consideration.
3.15.....	\$90.00
3.12.....	60.00
5.56.....	400.00
.85.....	20.55
.10.....	2.50
3.50.....	120.00
2.25.....	195.00
4.18.....	420.00
3.22.....	800.00
3.59.....	160.00
4.12.....	1,000.00
4.75.....	1,500.00
2.91.....	375.00
.80.....	10.00
6.11.....	525.00
4.26.....	750.00
6.09.....	150.00
3.05.....	600.00
3.17.....	500.00
6.17.....	1,000.00
3.15.....	800.00
4.73.....	900.00
2.75.....	600.00
6.42.....	400.00
5.57.....	700.00
6.13.....	1,200.00
.46.....	25.00
3.77.....	400.00
1.06.....	100.00
2.81.....	750.00
2.25.....	300.00
5.38.....	350.00
4.76.....	400.00
2.83.....	250.00
6.86.....	700.00
3.14.....	880.00
5.25.....	250.00
.22.....	20.00
.01.....	5.00
6.28.....	1,350.00
7.21.....	1,650.00
6.13.....	800.00
3.19.....	600.00
9.03.....	737.50
3.79.....	120.00
2.86.....	350.00
5.11.....	350.00
5.12.....	339.00
1.51.....	60.00
5.91.....	200.00
6.08.....	240.00
6.08.....	240.00
6.11.....	240.00
5.33.....	250.00
218.24	—Totals—	\$25,234.55
Total number transfers.....		54
Average price paid by railway company per acre.....		\$115.64
Average true value.....		22.43
Right of way value to true value.....		516%

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Winnipeg Line—Appraisal Sections 4 and 5.

Across White Earth Indian Reservation, part of Becker county, from Callaway north, and all of Norman county (now Mahnomen).
Procured from United States Government.

Number of Acres.	Average Price per Acre.	Total Consideration.
471.44.....	\$16.39	\$7,726.30
Total number transfers.....		1
Average price paid by railway company per acre.....		\$16.39
Average true value.....		8.77
Right of way value to true value.....		137%

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Winnipeg Line—Appraisal Section No. 5.

POLK COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
3.06.....		\$60.00
3.06.....		60.00
6.12.....		200.00
6.04.....		150.00
6.18.....		120.00
6.06.....		180.00
6.06.....		88.25
6.06.....		120.00
6.06.....		212.10
3.05.....		120.00
3.05.....		120.00
6.10.....		800.00
6.08.....		240.00
3.03.....		90.90
.87.....		16.00
2.18.....		73.03
6.10.....		330.00
6.10.....		600.00
3.06.....		183.60
3.06.....		183.60
6.12.....		367.20
6.10.....		366.00
6.12.....		367.20
9.15.....		1,825.00
3.07.....		875.00
1.86.....		500.00
1.08.....		100.00
6.20.....		450.00
9.26.....		370.40
1.42.....		25.75
6.13.....		150.00
6.12.....		800.00
6.12.....		180.00
6.02.....		180.00
3.01.....		100.00
3.01.....		100.00
5.98.....		150.00
5.98.....		150.00
6.16.....		250.00
3.08.....		120.00
193.39.....	\$53.64	\$10,374.08
—Totals—		
Total number transfers.....		40
Average price paid by railway company per acre.....		\$53.64
Average true value.....		23.54
Right of way value to true value.....		228%

LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.Winnipeg Line—Appraisal Section No. 5.
RED LAKE COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
6.04.....	\$100.00
6.06.....	300.00
6.10.....	400.00
6.10.....	150.00
6.14.....	307.00
6.14.....	210.00
6.08.....	180.00
6.18.....	180.00
6.18.....	278.10
5.74.....	229.80
3.47.....	340.00
3.07.....	82.89
2.00.....	93.25
4.14.....	144.90
6.40.....	320.00
6.40.....	256.00
1.62.....	32.42
4.86.....	199.28
4.35.....	65.25
2.13.....	10.65
6.45.....	123.20
1.04.....	20.00
5.60.....	300.00
3.25.....	65.00
3.28.....	164.00
13.57.....	680.50
.76.....	50.00
6.03.....	109.47
5.70.....	107.52
5.70.....	215.36
1.36.....	34.00
5.36.....	171.52
6.72.....	300.00
2.92.....	73.00
3.84.....	115.20
6.76.....	675.00
3.90.....	115.00
9.35.....	328.30
.12.....	5.00
3.24.....	81.00
6.72.....	235.20
.02.....	5.00
3.51.....	234.15
3.33.....	116.55
5.43.....	162.90
11.57.....	63.69
2.11.....	100.00
6.90.....	694.00
5.54.....	600.00
7.24.....	500.00
7.09.....	560.80
.17.....	123.75
7.14.....	535.60
10.52.....	843.20
3.38.....	200.00
6.35.....	317.50
.41.....	40.00
6.70.....	600.00
.10.....	10.00
6.56.....	1,000.00
4.60.....	700.00
3.27.....	800.00
.64.....	100.00
6.74.....	1,188.00
2.42.....	400.00
4.36.....	950.00
316.97	—Totals—	\$19,098.63
Total number transfers.....	\$60.25	66
Average price paid by railway company per acre.....		\$60.25
Average true value.....		10.46
Right of way value to true value.....		576%

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Kenmare Line—Appraisal Section No. 6.

RED LAKE COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
2.03.....	.....	\$135.00
3.99.....	.....	500.00
3.65.....	.....	950.00
6.30.....	.....	1,200.00
6.52.....	.....	1,333.33
22.49	—Totals—	\$4,118.33
Total number transfers.....	\$183.11	5
Average price paid by railway company per acre.....		\$183.11
Average true value.....		20.54
Right of way value to true value.....		891%

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Winnipeg Line—Appraisal Section No. 5.

MARSHALL COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
4.01.....	\$500.00
2.77.....	435.00
6.60.....	950.00
3.98.....	350.00
10.32.....	1,000.00
6.88.....	688.00
.29.....	50.00
3.15.....	665.00
4.87.....	200.00
2.01.....	35.00
3.40.....	150.00
1.08.....	50.00
6.62.....	398.40
3.32.....	200.00
3.30.....	148.50
3.16.....	189.60
.04.....	5.00
9.92.....	793.60
1.96.....	117.50
8.75.....	250.00
6.89.....	341.60
1.15.....	86.25
2.15.....	129.00
4.99.....	299.40
3.32.....	-132.50
2.34.....	85.00
.98.....	25.00
6.64.....	398.40
6.85.....	417.00
6.21.....	372.60
1.08.....	64.80
2.22.....	312.75
3.30.....	228.50
3.59.....	28.33
6.48.....	450.00
3.35.....	117.25
2.16.....	54.00
4.76.....	96.00
.46.....	34.50
3.62.....	100.00
4.84.....	121.00
2.40.....	60.00
3.62.....	90.50
5.93.....	148.25
1.63.....	19.56
7.14.....	125.00
3.06.....	46.05

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Winnipeg Line—Appraisal Section No. 5.

MARSHALL COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
4.37.....	62.00
7.14.....	107.10
5.92.....	118.40
4.88.....	73.20
2.06.....	23.60
7.18.....	859.00
2.50.....	30.72
4.62.....	231.00
6.94.....	491.13
5.85.....	105.48
5.47.....	102.60
3.41.....	61.38
3.53.....	28.24
6.94.....	175.00
1.33.....	16.32
5.70.....	152.50
6.74.....	400.00
6.98.....	174.50
1.54.....	125.64
2.90.....	43.50
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283.69.....	—Totals—	\$14,440.15
Total number transfers.....		67
Average price paid by railway company per acre.....		\$50.90
Average true value.....		13.87
Right of way value to true value.....		387%

**LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.**

Kenmare Line—Appraisal Section No. 6.

MARSHALL COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
3.26.....	\$666.67
6.14.....	593.00
6.20.....	186.00
3.32.....	250.00
3.26.....	163.00
2.15.....	210.00
1.80.....	50.00
6.46.....	1,150.00
6.30.....	378.18
3.12.....	300.00
4.50.....	295.80
6.35.....	127.00
6.77.....	466.20
6.14.....	214.90
2.54.....	160.00
.76.....	52.50
8.42.....	421.00
7.53.....	263.55
3.02.....	135.90
3.50.....	210.00
4.86.....	591.80
1.03.....	61.80
5.60.....	336.00
3.20.....	200.00
.59.....	70.00
2.54.....	262.80
9.79.....	1,475.00
15.15.....	459.00
2.89.....	80.15
3.17.....	260.00
3.17.....	214.50
.34.....	275.00
8.13.....	297.30

LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY RIGHT OF WAY.

Kenmare Line—Appraisal Section No. 6.

MARSHALL COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
1.93.....	75.00
6.64.....	232.40
3.32.....	182.60
4.45.....	244.75
4.96.....	122.50
6.75.....	300.00
6.50.....	325.00
1.61.....	56.00
4.74.....	165.90
13.11.....	292.66
12.22.....	427.50
6.36.....	400.00
3.63.....	90.75
6.06.....	152.50
3.17.....	126.88
3.17.....	79.25
6.34.....	153.50
4.32.....	151.20
2.12.....	74.20
6.46.....	315.70
5.94.....	642.60
3.20.....	144.00
2.08.....	72.80
1.61.....	50.70
6.48.....	225.00
6.50.....	260.00
25.45.....	370.60
.34.....	10.00
6.30.....	425.00
3.18.....	114.80
7.91.....	525.00
4.25.....	106.25
6.54.....	1,050.00
6.54.....	500.00
6.56.....	550.00
6.56.....	500.00
12.68.....	951.00
4.50.....	700.00
6.79.....	675.00
12.19.....	992.35
6.08.....	243.20
6.09.....	243.60
6.10.....	183.00
6.06.....	242.40
5.98.....	230.20
12.12.....	1,212.00
6.09.....	152.25
3.05.....	76.13
9.13.....	228.33
6.09.....	382.70
6.09.....	152.25
6.08.....	187.00
18.68.....	545.00
6.06.....	226.50
5.94.....	195.20
6.08.....	192.00
6.07.....	151.75
6.06.....	240.00
6.07.....	292.45
7.62.....	190.50
1.75.....	76.00
6.10.....	513.50
3.05.....	91.50
3.05.....	310.00
6.10.....	183.00
6.10.....	183.00
57.05.....	2,478.05
618.18.....	—Totals—	\$53.59
Total number transfers.....		\$33,126.00
Average price paid by railway company per acre.....		100
Average true value.....		\$53.59
Right of way value to true value.....		23.54
		227%

LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY FOR RIGHT OF WAY.

Winnipeg Line—Appraisal Section No. 5.

KITSON COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
3.50.....	\$35.00
2.18.....	21.80
6.84.....	82.08
5.19.....	70.60
.23.....	10.00
4.84.....	150.25
3.58.....	35.80
16.79.....	250.85
1.74.....	65.00
3.07.....	30.70
5.04.....	75.60
3.64.....	42.48
7.46.....	99.96
2.67.....	66.75
5.20.....	52.00
.97.....	9.70
7.22.....	150.00
2.88.....	51.84
1.43.....	14.30
.10.....	1.20
7.04.....	500.00
4.08.....	82.04
3.06.....	104.00
6.89.....	133.00
7.05.....	176.25
4.21.....	84.00
3.05.....	61.00
7.20.....	129.60
2.48.....	44.84
3.60.....	72.00
4.33.....	95.94
1.89.....	34.00
4.84.....	96.80
6.64.....	300.00
.66.....	25.00
3.40.....	54.40
3.80.....	95.00
6.63.....	132.60
5.35.....	150.00
7.55.....	150.00
7.40.....	143.00
6.24.....	99.84
3.68.....	78.60
6.05.....	332.00
.85.....	25.00
14.22.....	991.00
1.14.....	84.20
7.58.....	303.20
6.09.....	152.25
1.49.....	37.25
3.50.....	87.50
4.14.....	83.00
.87.....	26.10
5.70.....	338.00
3.26.....	130.40
4.57.....	173.60
5.67.....	311.85
2.16.....	85.00
.11.....	3.85
7.34.....	262.15
2.47.....	74.10
5.05.....	202.00
6.61.....	264.40
1.38.....	41.40
11.78.....	471.20
22.89.....	687.30
2.99.....	105.25
4.68.....	182.40
1.84.....	73.60

TWENTY-FOURTH ANNUAL REPORT

LANDS PURCHASED BY MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY. RIGHT OF WAY.

Winnipeg Line—Appraisal Section No. 5.

KITTSOON COUNTY.

Number of Acres.	Average Price per Acre.	Total Consideration.
3.20.....	.....	288.00
.23.....	.....	10.00
6.31.....	.....	283.95
3.27.....	.....	147.15
3.27.....	.....	147.15
3.96.....	.....	198.00
2.57.....	.....	128.50
6.52.....	.....	309.70
6.39.....	.....	287.55
1.79.....	.....	80.55
4.55.....	.....	204.75
6.54.....	.....	292.50
.57.....	.....	22.50
5.83.....	.....	270.00
6.41.....	.....	320.50
6.14.....	.....	337.70
12.00.....	.....	600.00
.47.....	.....	47.00
409.79	—Totals—	\$33.23
Total number transfers.....		87
Average price paid by railway company per acre.....		\$33.23
Average true value.....		19.55
Right of way value to true value.....		169%

LANDS PURCHASED BY THE MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RAILWAY (Glenwood-Winnipeg Line and Thief River Falls-Ken-
mare Line in Minnesota), FOR RIGHT OF WAY.IN THE COUNTIES OF POPE, DOUGLAS, OTTER TAIL, BECKER, NORMAN,
(Now Mahnomen), POLK, RED LAKE, MARSHALL, KITTSOON.

Average true value farm lands per acre (351 transfers).....	\$13.54
Average price paid by railway company per acre (659 transfers).....	55.19
Average right of way value to true value.....	298%

APPENDIX "D"

St. Paul, Minnesota, December 1, 1908.

Hon. Ira B. Mills, Chairman; Hon. Charles F. Staples, Hon. William E. Young, Railroad and Warehouse Commission of the State of Minnesota.

Gentlemen: I hand you herewith two tables I have prepared marked Estimate "A" and Estimate "B," showing comparative results as between the estimates of reproduction cost as submitted by the railway companies and those prepared under my direction. I have not incorporated them in my report for the reason that the estimates made by the railway companies are for June 30, 1906; my estimates are for June 30, 1907, and include some items in the way of improvements that are not included in the reports of the railway companies.

It was found wholly impracticable to try to bring the reports of the railroad companies forward without serious delay to the work, therefore, not being able to present comparisons for the same date, it is deemed undesirable to incorporate them in my report, but they are transmitted for such use as the Commission sees fit to make of them.

Yours truly,

DWIGHT C. MORGAN,

Engineer.

ESTIMATE "A".

Minnesota Railroad Appraisal of June 30, 1907.

STATEMENT SHOWING THE COST OF REPRODUCING THE RAILROADS OF MINNESOTA AS SUBMITTED BY THE RAILWAY COMPANIES FOR JUNE 30, 1906, COMPARED WITH ESTIMATED COST OF REPRODUCTION BY THE STATE FOR JUNE 30, 1907.

The Estimate of the State in This Comparison Includes the Multiples on Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Main Line Roadway miles	Total Cost of Reproduction		Cost of Reproduction per mile of Main Line Roadway		State under Railways Per Cent	State over Railways Per Cent	Remarks
			Railway 1906	State 1907	Railway 1906	State 1907			
2	C. & Q. R. R.	23.460	\$2,957,221.30	\$2,726,699.87	\$126,053.76	\$116,226.34	07.79		
3	C. & W. Ry.	117.580	17,639,890.00	7,769,914.25	150,011.73	66,076.32	55.95		
4	C. M. & St. P. Ry.	1,201.980	64,868,174.95	54,561,393.27	45,664.79	45,417.88	00.54		
5	C. & N. W. Ry.	651.277	20,914,138.70	21,214,978.00	32,112.50	32,574.44		01.44	
6	C. R. I. & P. Ry.	236.210	11,280,105.22	8,716,215.62	47,754.56	36,900.28	22.73		
7	C. St. P. M. & O. R.	431.120	29,217,891.20	26,778,560.07	67,771.60	82,113.94	08.35		
8	D. & I. R. R.	240.851	27,267,140.14	20,564,551.81	113,221.06	85,389.96	24.51		
9	D. M. & N. Ry.	142.120	24,031,984.43	23,057,671.84	169,096.42	162,451.95	03.93		
10	D. M. & N. R. R.	63.500	665,582.33	859,865.21	10,481.61	13,541.18		29.19	
11	D. & N. M. Ry.	35.400	968,038.91	880,008.25	27,658.25	25,143.09	09.09		Sw. Road
12	D. & N. D. Tr.	0.398	1,018,170.25	910,697.59	2,558,216.71	2,288,184.89	10.56		Sw. Road
13	G. N. Ry.	2,049.933	134,823,938.00	107,074,102.18	66,769.92	82,232.97	20.58		
14	D. C. & F. D. R. R.	27.300	1,625,205.00	772,072.34	59,531.32	28,281.04	52.49		Sw. Road
15	M. Tr. Ry.	12.500	5,777,986.97	2,873,283.42	462,238.96	229,862.67	50.27		
16	M. & I. Ry.	174.470	4,944,056.60	3,966,308.93	28,337.57	22,733.47	19.78		
17	M. E. Ry.	0.947	969,163.75	897,480.10	1,023,404.17	947,687.54	07.40		Sw. Road
20	M. St. P. & S. Ste. M. Ry.	539.573	20,992,510.58	21,990,682.48	38,905.78	40,755.71		04.75	
21	M. & St. L. R. R.	378.460	21,845,196.00	16,622,244.95	57,721.23	43,920.75	23.91		Sw. Road
22	M. & St. P. Ry.	2.630	7,773,750.00	4,321,249.94	2,955,798.48	1,643,960.70	44.41		Sw. Road
23	M. W. Ry.	1.690	1,745,899.00	1,078,831.33	1,033,076.33	638,361.73	38.21		Sw. Road
24	N. P. Ry.	967.085	86,817,467.64	69,397,954.87	89,772.32	71,759.93	20.06		Sw. Road
25	N. St. P. U. D.	0.560	5,495,149.79	4,354,201.66	9,812,767.48	7,775,360.11	20.76		Sw. Road
26	W. C. Ry.	23.600	4,238,240.97	2,780,323.47	179,586.48	117,810.32	34.40		
27	W. M. & P. Ry.	244.030	11,959,545.18	6,561,651.88	49,008.50	26,888.71	45.13		
28	I. C. R. R.	30.170	819,543.93	944,301.52	27,164.20	31,299.35		15.22	
	Grand Totals.	7,596.434	\$500,875,780.84	\$411,735,104.55	\$65,909.32	\$54,201.11	17.76		
	Averages.								
6	Switching roads.	18.725	\$22,780,119.76	\$14,435,723.74	\$1,216,561.80	\$770,933.18	36.83		
19	Carrying roads.	7,577.709	477,895,661.08	397,299,470.81	63,065.98	52,430.02	16.86		

ESTIMATE "B".

Minnesota Railroad Appraisal of June 30, 1907.

STATEMENT SHOWING THE COST OF REPRODUCING THE RAILROADS OF MINNESOTA AS SUBMITTED BY THE RAILWAY COMPANIES FOR JUNE 30, 1906, COMPARED WITH ESTIMATED COST OF REPRODUCTION BY THE STATE FOR JUNE 30, 1907.

The Estimate of the State in This Comparison Omits the Multiples on Lands for Right of Way, Yards and Terminals and Adaptation and Solidification of Roadbed.

Key No.	Name of Railroad	Main Line Roadway miles	Total Cost of Reproduction		Cost of Reproduction per mile of Main Line Roadway		State under Railways Per Cent	State over Railways Per Cent	Remarks
			Railway 1906	State 1907	Railway 1906	State 1907			
2	B. & Q. R. R.	23.460	\$2,987,221.30	\$2,451,931.32	\$126,053.76	\$104,515.40	17.09		
3	C. G. W. Ry.	117.590	17,639,880.00	6,595,116.02	150,011.73	56,085.69	62.61		
4	C. M. & St. P. Ry.	1,201.980	54,988,174.95	46,459,470.38	45,664.79	38,652.44	15.36		
5	C. & N. W. Ry.	651.277	20,914,138.70	18,541,143.82	32,112.50	28,468.91	11.35		
6	C. & N. P. Ry.	236.210	11,280,105.22	7,493,710.89	47,754.56	31,724.78	33.57		
7	C. St. P. M. & O. Ry.	431.120	29,217,691.20	22,553,406.11	67,771.60	52,313.52	22.81		
8	D. & I. R. R.	240.831	27,267,140.14	19,226,745.11	113,221.06	79,835.01	29.49		
9	D. M. & N. Ry.	142.120	24,031,984.43	22,328,569.06	169,096.42	157,110.67	07.09		
10	D. & N. E. R. R.	63.500	665,582.33	791,496.10	10,431.61	12,464.51		18.92	
11	D. & N. M. Ry.	35.000	968,038.91	836,477.00	27,658.25	23,899.34			
12	D. U. D. & Tr. Co.	0.398	1,018,170.25	821,544.60	2,558,216.71	2,064,182.41	19.31		Sw. Road
13	G. N. Ry.	2,049.933	134,823,938.00	95,406,975.64	65,769.92	46,541.51	29.24		
14	M. C. & F. D. R. R.	27.300	1,625,205.00	690,926.13	59,531.32	25,308.65	57.49		
15	M. Tr. Ry.	12.500	5,777,986.97	2,332,762.49	462,238.96	186,621.00	59.63		Sw. Road
16	M. & I. Ry.	174.470	4,944,056.60	3,709,605.15	28,337.57	21,262.14	24.37		
17	M. E. Ry.	0.947	969,163.75	639,268.08	1,023,404.17	675,045.50	34.04		Sw. Road
20	M. St. P. & S. Ste. M. Ry.	539.573	20,992,510.58	19,392,304.62	38,905.78	35,940.09	7.62		
21	M. & St. L. R. R.	378.460	21,845,196.00	14,185,149.62	57,721.23	37,481.24	35.07		
22	M. W. Ry.	2.630	7,773,700.00	3,364,425.19	2,955,798.48	1,279,249.12	56.72		Sw. Road
23	M. P. Ry.	1.690	1,745,899.00	849,883.10	89,772.32	62,744.65	30.11		
24	N. P. Ry.	967.085	86,817,467.64	60,679,409.50	9,812,767.48	5,084,542.13	48.18		Sw. Road
25	St. P. Ry.	0.560	5,495,149.79	2,847,343.59	179,586.48	93,283.10	48.06		
26	W. C. Ry.	23.600	4,238,240.97	2,201,481.16	49,008.50	23,619.82	51.80		
27	W. M. & P. Ry.	244.030	11,959,545.18	5,763,945.39	27,164.20	26,465.28	2.57		
28	I. C. R. R.	30.170	819,543.93	798,457.56					
25	Grand Total Averages.	7,596.434	\$500,675,780.84	\$380,961,547.87	\$65,909.32	\$47,517.24	27.905		
6	Switching roads.	18.725	\$22,780,119.76	\$10,855,227.05	\$1,216,561.80	\$579,718.41	52.35		
19	Carrying roads.	7,577.709	477,895,691.08	350,106,320.82	63,065.98	46,202.13	26.74		

PRESENT STATUS OF THE RATE CASES.

In reviewing this subject attention is called to the order of the Commission, whereby a schedule of maximum merchandise rates was made which went into effect Nov. 15th, 1906, and carried an average reduction of 23 per cent from the rates previously existing. (Annual Report 1906, page 21).

In the meantime the investigation of commodity rates was being vigorously pushed, which involved rates on heavy commodities such as grain, lumber, live stock, coal, wood, etc., and on Dec. 23rd, 1906, after due consideration the Commission issued its order effective January 25th, 1907, making a new schedule on commodities which established an average per cent reduction on the various commodities as follows: Lumber 18.2 per cent, sheep 12, hard coal 23.9, soft coal 28.4, flax 26.6, wheat, seed and flour 16.5, oats, barley, rye and corn 25.5, or a net average reduction of 17.5 per cent. (Annual Report, 1906, page 29).

This action by the Commission brought a vigorous protest from the railroad companies, the claim being made that the reduction was radically unjust and in effect, confiscatory. On the other hand some of the complaining shippers criticised the Commission's order as being entirely too lenient, and contended that the reduction should have been made at least 50 per cent greater.

The Legislature being in session at this period, the whole matter was brought before it for such adjustment as it might in its wisdom, deem proper and reasonable.

Thereupon, various measures affecting both freight and passenger rates were introduced which were strenuously contested by the Attorneys for the Railway Companies and culminated in a compromise proposition being submitted by the Companies for the consideration of the Legislature, whereby a net average reduction would be made of 10 per cent instead of the Commissioners' reduction of 17.5 per cent. A bill was accordingly prepared and introduced by the House and on April 19th, 1907 became a law, fixing the reduction at ten per cent as stated. (Annual Report, 1907, page 21).

This was followed by the stockholders' suit in the Federal Court for an order restraining the Railway Companies from putting the legislative rates into effect on the plea that they were confiscatory. The order was granted by Judge Lochren of the U. S. Circuit Court and the case is now in litigation and evidence is being taken

in St. Paul before Judge Otis, Master in Chancery. The Commission is in daily attendance with the Attorney General and other counsel to defend the State rates.

This is a brief history of the work of the Commission in connection with the revision of freight rates in Minnesota. The merchandise rates as established by the Commission are now in force and effect. The commodity rates which were changed by the Legislature from a 17.5 per cent net reduction to a ten per cent net reduction, are at this time in the Courts for trial as to their reasonableness, even after the legislative increase.

GROSS EARNINGS TAX LITIGATION.

The litigation referred to in the last Annual Report, in which the Great Northern and the Chicago Great Western Companies were testing the validity of the 4 per cent tax (See Annual Report for 1907, pages 51 and 52) has been decided by the State Supreme Court in favor of the state; the Court holding that the contention of the Companies, to-wit, of the Great Northern, that it could only be required to pay three per cent on part of its earnings by reason of a provision in its charter and of the Great Western that it should only pay two per cent by reason of its charter, were not well taken. Under this decision, these Companies will hereafter be required to pay the same rate as all other companies doing business in this State, unless the decision of the Minnesota Supreme Court is reversed by the United States Supreme Court to which the case has been removed by a writ of error, granted on petition of the said Railway Companies.

RE-ADJUSTMENT OF MOORHEAD DISTRIBUTING RATES.

On April 6th, 1908, C. A. Nye and A. J. Wright of Moorhead representing the Commercial Club of that City called on the Commission to try and secure its assistance for the purpose of having the Great Northern, Northern Pacific and Soo Railways extend the rates at present in effect from Fargo to points in North Dakota so as to have them apply from Moorhead also, as the citizens of Moorhead felt that they were at a great disadvantage as compared with Fargo.

Although the question was one over which the Commission had no jurisdiction whatever, they requested the Great Northern, Northern Pacific and Soo Railway Companies to have representa-

tives of their respective Companies present at an informal discussion of the question at the office of the Commission at 3:00 o'clock in the afternoon. Mr. W. P. Kenney, A. T. M. of the Great Northern Railway, Mr. J. B. Baird, G. F. A. of the Northern Pacific Railway and Mr. Geo. C. Conn, G. F. A. of the Soo Line, responded to the request and after considerable friendly argument, Mr. Kenney, for the Great Northern, agreed to make the concession desired by the people of Moorhead so far as that line was concerned.

It developed at the conference that the distributing rates in effect from Moorhead were on a higher basis than those from Fargo, which had the effect of seriously handicapping Moorhead merchants in their North Dakota territory, and even placed them at a disadvantage as to Minnesota business. All that was desired was to be placed on an equal basis with Fargo merchants.

The Northern Pacific was willing to make the same concession as to the joint rates via their line and the Soo Line, but Mr. Conn on behalf of the Soo Line declined to join in making the Fargo rates apply from Moorhead as he claimed it would simply injure their local business out of Glenwood for the benefit of Moorhead and the Northern Pacific Railway.

Messrs. Nye and Wright were apparently satisfied with what concession Mr. Kenney had promised them on behalf of the Great Northern Railway and expressed their thanks to the railway officials for their fair method of discussing and deciding the question, and to the Commission for their assistance in arranging the meeting and assisting in the settlement.

INSPECTION OF NEW RAILWAY LINES.

THE DULUTH, RAINY LAKE AND WINNIPEG RAILWAY.

On December 13th, 1907, the Commission was advised by the Duluth, Rainy Lake and Winnipeg Railway Company that its line between Rainy Junction and the Canadian Boundary was completed and ready for operation, requesting the Commission to appoint a day when an official inspection of same could be made.

The Commission fixed upon Wednesday, Dec. 17th, 1907, for the purpose and pursuant thereto the new line was duly examined and found in suitable condition for operation. An official permit for its operation was therefore issued.

LINE BETWEEN EXCELSIOR AND TONKA BAY.

The Minneapolis & St. Paul Suburban Railway Co. engaged in operating electric lines of railway in territory contiguous to the Cities of St. Paul and Minneapolis, having notified the Commission in June, 1908, that their line between Excelsior and Tonka Bay had been finished and was in proper condition for operation, and having filed a request that said line should be inspected and a certificate issued authorizing the Company to operate the same, the Commission on the 6th day of June, 1908, made an official inspection thereof and granted a temporary permit for its operation to-wit:

St. Paul, Minn., June 24, 1908.

To the Minneapolis & St. Paul Suburban Ry. Co., Minneapolis, Minn.

The Commission having on June 6th, 1908, inspected your line from Excelsior to Tonka Bay and finding same to be in safe condition for operation, permission is hereby given to operate the same for a term of six months pending the furnishing the Commission with the information provided for in Section 2032 of the Revised Laws of 1905, as amended by Chapter 260 of the General Laws of 1907.

By the Commission,

A. C. CLAUSEN,
Secretary.

DULUTH LINE, "SOO" RY.—BROOTEN TO ONAMIA.

The Commission on November 17th, 1908, received notice from the Minneapolis, St. Paul & Sault Ste. Marie Railway Company that the construction of its Duluth Line had been completed to a point known as Onamia, Mille Lacs County, and requesting the Commission to appoint a date for an official inspection of same between the stations of Brooten and Onamia, in order that it may be opened for service.

The Commission appointed November 23rd, 1908, for such purpose on which date an official inspection of the new line was made by Commissioner Mills, who filed the following report:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

State of Minnesota

Railroad & Warehouse Commission.

This is to certify that the Railroad & Warehouse Commission of the State of Minnesota, by Ira B. Mills, Chairman of the Commission, did on the 23rd day of November A. D. 1908, inspect the line of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company from the station of Brooten to the station of Onamia, and found said line of road in good and safe condition for operation.

A temporary permit is hereby granted to operate said road from this date until the 1st day of June, 1909, which permit will be made permanent at any time before or after the expiration of said date, upon the Company's complying with Section 2032 of the Revised Laws of 1905, as amended by Chapter 260 of the General Laws of 1907, relating to the filing of maps, profile, etc., and statement showing complete cost of said line.

Dated at St. Paul, Minn., Nov. 24, A. D. 1908.

NORTHERN PACIFIC RAILWAY—LAKE PARK TO MUSKODA.

On the 22nd day of November, 1908, the following petition was filed by the Northern Pacific Railway Company for an official inspection of the newly constructed portion of its line between Wadena and Moorhead, to-wit:

TO THE RAILROAD AND WAREHOUSE COMMISSION:

Your petitioner, the Northern Pacific Railway Company, respectfully represents:

In order to improve its line through the State of Minnesota and increase its capacity for serving the public, it has during the years 1906, 1907 and 1908, double-tracked its railroad between Wadena and Moorhead. In order to avoid heavy grades it has found it necessary to depart from the old line for a portion of the distance between Lake Park and Glyndon. The departure from the old line is shown on map attached hereto, marked "Exhibit A," on which the old line is shown in white and the new line in red.

This line is not wholly completed, but a portion of it is so far finished as to be in a safe condition for the operation of trains thereover.

Exhibit A also contains a profile of the new line with tables of grades, curvatures and mileage, and there is also attached hereto, marked "Exhibit B," an itemized statement showing the cost thereof so far as the expenditures have been audited. Your petitioner is unable at present to state the complete cost because the work is not complete but will furnish a statement thereof as soon as possible.

It is desirable to operate a portion of such new railroad before the completion of the whole.

Your petitioner therefore prays that the Commission inspect the road and authorize the operation of such portion thereof, pending the completion of the whole, as the Commission shall deem proper.

Northern Pacific Railway Company,
By HOWARD ELLIOTT, President.

State of Minnesota,
County of Ramsey.

HOWARD ELLIOTT and W. L. DARLING, being duly sworn, each deposes and says that Howard Elliott is President and W. L. Darling is Chief Engineer of the Northern Pacific Railway Company, the petitioner in the foregoing petition; that he has read said petition and the same is true to the best of his knowledge, information and belief.

HOWARD ELLIOTT,
W. L. DARLING.

Subscribed and sworn to before me this 21st day of November, 1908.

W. T. FRANCIS,
Notary Public, Ramsey County, Minn.
My commission expires April 5, 1911.

The Commission having made a careful inspection of the line referred to issued its report on the 23rd day of November, 1908, granting the Company's petition as follows:

"The Commission has had under consideration the petition presented by your Company accompanied by Map and Profile, showing that portion of the line between Lake Park and Moorhead which is now being double-tracked, also showing changes in the location of the line made necessary in order to reduce the grade, and setting forth the fact that the portion of the line between the stations of Lake Park and Muskoda is now sufficiently completed to admit of operation.

"The Commission having made inspection of this proposed change hereby grant your Company a permit to operate the same temporarily, until the question of the change of the entire line is ready to present for consideration."

By the Commission,

A. C. CLAUSEN, Secretary.

REVISIONS OF RAILWAY LINES.

APPLICATION BY THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO. FOR PERMISSION TO CHANGE THE LOCATION OF ITS LINE BETWEEN HASTINGS AND RED WING.

Early in March, 1908, the Chicago, Milwaukee & St. Paul Railway Company filed its application for permission to revise the location of that portion of its line lying between Hastings and Red Wing on what is known as the River Division. It was set forth that for a distance of approximately thirteen miles, said piece of road runs through a low, marshy region, on a series of curves and in close proximity to high bluffs, making the operation of trains thereon slow, dangerous and highly expensive. To avoid such curves and the danger of washouts and landslides, and to secure greater convenience and economy in operation, it is proposed by the Company to proceed under Sections 2921 and 2922 of the Revised Laws of 1905, to alter the portion of its present line referred to by locating a new line from the point of divergence with the old line in Section eight (8) Township one hundred fourteen (114) Range sixteen (16) West, into the Northeast Quarter (NE $\frac{1}{4}$) of Section twenty-six (26) of Township one hundred thirteen (113) Range fifteen (15) West, where it joins the existing main line at the southeasterly end of the proposed new line.

It was further set forth that the proposed alteration would involve the estimated expenditure of about Three Hundred Thousand (\$300,000.00) Dollars; that the only stations now or ever located upon the line proposed to be abandoned are Etter in Ravenna Township, Dakota County, and Eggleston in Welch Township,

Goodhue County; that neither Etter or Eggleston, nor the Townships of Ravenna or Welch, in their corporate capacity or otherwise, ever extended any aid to the petitioners or its predecessors. That Etter is a station next West of Red Wing, seven and nine-tenths (7.9) miles distant therefrom, and Eggleston is a station next East of Hastings, eight and five-tenths (8.5) miles distant therefrom; that the proposed alteration will require the abandonment of the stations mentioned and the location of new stations to supersede them, and the Company proposes to establish in place of Etter, a station on the said line where it passes through the Northeast Quarter ($NE\frac{1}{4}$) of Section twenty-two (22) in the Town of Welch, Goodhue County, and in the place of Eggleston to establish a station on the Northeast Quarter ($NE\frac{1}{4}$) of Section six (6) Town One hundred thirteen (113) Range fifteen (15) West in Goodhue County; the petitioner therefore prays that it be granted permission and authority to abandon the old line of its Railway hereinbefore described and the stations of Etter and Eggleston and the establishment of new stations on the proposed new line, instead thereof.

Upon the reading and filing of the said petition, a hearing was ordered by the Commission to take place on March 23rd, 1908, at ten o'clock A. M. at the State Capitol Building, St. Paul, Minn., at which time and place all parties having objections to the granting of the prayer of the petitioners might have an opportunity to be heard.

Notices were served on the Supervisors of the Town of Ravenna, Dakota county, and the Town of Welch, Goodhue county; publication of same was also made in the Red Wing Republican published at Red Wing, Goodhue County, and in the Gazette, published at Hastings, Dakota County.

Written protests were thereupon filed with the Commission from patrons of the Chicago, Milwaukee and St. Paul Railway Company residing at and in the vicinity of Etter and Eggleston, setting forth their objections to the proposed change in the location of said Company's line of Railroad and urging that the prayer of the petition be denied, citing the following reasons therefor, to-wit:

That the proposed change will occasion much inconvenience and damage to the objecting patrons, who have access to no other railroad, with no corresponding benefit to the public; that the pro-

posed new line extends generally through low, marshy land rendering it impracticable to properly locate new stations which would be convenient of access; that it will occasion great and unnecessary expense to construct wagon roads and approaches over such marshy lands to the proposed new stations, wherefore the objectors urge the Commission not to grant the prayer of the petitioners.

The hearing came on pursuant to published notice on the 23rd day of March, 1908, at the office of the Commission. The Chicago, Milwaukee and St. Paul Railway Company appeared by its Solicitor, F. W. Root, Esq., J. H. Foster, A. G. S., B. F. Van Vliet, Div. Supt., M. D. Rhame, Div. Engineer, R. C. Schoen, Civil Engineer. The residents and citizens of Etter and Eggleston, as Objectors, appeared by their Attorneys, W. H. Gillitt, Esq., and William Hodgson, Esq. Considerable testimony was taken bearing upon the question at issue, which was reported by the Official Stenographer, after which the hearing was closed and the matter taken under advisement by the Commission.

On the 3rd day of April, 1908, the Commission made its findings and order as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company for permission and authority to abandon a portion of its line, a part of its River Division, between Hastings and Red Wing, including the stations at Etter and Eggleston, and its several sidings, side-tracks, spurs and other railway tracks thereof.

This matter came before the Commission for hearing on the 23rd day of March, 1908, at the Capitol, in the City of St. Paul, upon notice duly made and served, the petitioner appearing by F. W. Root, its attorney, and certain citizens, resident of Goodhue and Dakota counties, appearing in person and by Wm. Hodgson, Esq., and W. H. Gillitt, Esq., their attorneys.

After hearing and considering the evidence the Commission find:

That the Chicago, Milwaukee & St. Paul Railway Company owns and operates, and for many years last past has owned and operated a line of railway, commonly known as its River Division, extending from the City of Minneapolis, Minnesota, to the City of La Crosse, Wisconsin; which line constitutes, and always has constituted, part and parcel of its through line of railway from said Minneapolis through La Crosse to the City of Chicago;

That from the point where the easterly line of the Northwest Quarter (NW $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of Section Eight (8) of Township One Hundred Fourteen (114) North, of Range Sixteen (16) West, in Dakota county, Minnesota, intersects the main track of said River Division, to the point where the easterly line of the Northwest Quarter (NW $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of Section Twenty-six (26), of Township One Hundred Thirteen (113) North, of Range Fifteen (15) West, in Goodhue

County, Minnesota, intersects said main track, a distance of approximately Thirteen (13) miles, said line of railway now runs and has always run through a low, marshy region, on a series of curves, and in close proximity to high bluffs, making the operation of trains thereon slow, dangerous and highly expensive;

That to avoid such curves and the danger from washouts, wash-ons and land slides, and to avoid the delays and irregularities in operating mail, passenger and freight trains over such Division, as well as for the more economical and convenient operation of such portion of said line, said Railway Company is about to construct a double track line of railway between said Red Wing and Hastings, which said new double track line between the said point where the easterly line of the aforesaid Northwest Quarter (NW $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of Section Eight (8) intersects the main track, and the said point where the easterly line of aforesaid Northwest Quarter (NW $\frac{1}{4}$) of Northeast Quarter (NE $\frac{1}{4}$) of Section Twenty-six (26) intersects said main track, will be constructed upon a new right of way a considerable distance removed from its now existing line between the points aforesaid;

That it is proposed by said Railway Company to construct and maintain upon said new line, new station and depot buildings in place of and as a substitute for the, present stations of Etter and Eggleston;

And that it is likewise proposed by said Railway Company to fill, raise and re-grade the highways between the present stations of Etter and Eggleston and the new stations, so to be located and constructed as aforesaid, so that said highways shall be above high water and so provided with culverts and bridges therein and with such rip-rap or retaining works as shall be necessary to permanently protect said highways against the action of the river currents and render the same secure and passable at all seasons of the year. If the construction of said highways proves insufficient to protect them against damage by high water the said Railway Company will do such further work as may be necessary to put said highways in condition as to permanently protect them against high water.

That neither said Etter nor Eggleston, nor said Townships of Ravenna or Welch in their corporate capacity or otherwise, ever extended any aid to said Railway Company, or to any predecessor thereof;

That the abandonment of said line as now existing and being operated between the points aforesaid, together with the side tracks and other railway tracks thereof, and the abandonment of the present stations of Etter and Eggleston and the substitution therefor of the new stations upon the new line so proposed to be constructed and operated as aforesaid, will not result in substantial injury to the public, but that the proposed change or substitution will enable the said Railway Company to maintain and operate its line of railway between said Hastings and Red Wing more economically and with much greater safety and convenience to the public.

It is therefore ORDERED, That upon the completion of the proposed new double track line of railway as aforesaid, and the location and construction of the aforesaid station buildings thereon, and upon the proper and reasonable preparation of such highways for travel as aforesaid, such improvements to be approved by the Commission, the said Chicago, Milwaukee & St. Paul Railway Company shall and may, without further order from this Commission, be permitted and authorized to abandon and forever cease to operate any part of that portion of said line between the points aforesaid designated in Section Eight (8) and Section Twenty-six (26), together with the said stations of Etter and Eggleston and all sidings, side-tracks, spurs and other railway tracks thereof, and that service of this order be made upon the parties of record to this proceeding by serving a copy thereof upon the said William Hodgson, Esq., and the said W. H. Gillitt, Esq., the attorneys who appeared for said parties of said hearing.

This order is granted on the express condition that if the construction of said highways proves insufficient to protect said highways against damage by high water the said Railroad Company will do such further work as may be necessary to put said highways in condition to permanently protect them against high water.

By the Commission,

A. C. CLAUSEN,

(Seal.)

Secretary.

Dated St. Paul, Minnesota, April 3, 1908.

LINES TEMPORARILY CLOSED. APPLICATION TO CLOSE "FERMOY" LINE.

On December 23rd, 1907, the Great Northern Railway Company applied for permission to close what is known as the "Fermoy Line" a small branch extending from Kelly Lake to Fermoy. This road was not constructed with a view of doing a commercial freight business, but simply for use as a cut-off for the prompt handling of ore trains. The Commission granted the application.

COMPLAINTS OF CAR SHORTAGE.

The complaints under this head, filed during the twelve months covered by this report are remarkable chiefly for their rarity, there being but seven such complaints presented as against 208 in 1907 and 99 in 1906.

Increased railroad equipment enabling rapid handling, crops of fine quality, and unexceptionally fine weather during the harvest time and fall season were the main factors in bringing about this result. The movement of the crop was early, comparatively speaking, and abnormally large.

The total number of carloads of wheat, flax and coarse grain brought into Minneapolis and Duluth during the months of September, October and November, 1908, were 108,661 cars as against 80,271 cars for the same period in 1907 and 98,675 cars in 1906. The volume of grain moved to Minnesota terminals in 1908 during the fall months is unprecedented in the history of the State, and is a fair index of what was accomplished in the movement of other lines of freight.

There were no complaints received of shortage of cars for fuel and none of delay in moving these commodities.

INTERLOCKING PLANTS.

New interlocking plants and changes in existing plants were inspected and approved by the Commission during the year, to-wit:

At Carleton, at the crossing of the Northern Pacific Railway by the Great Northern Railway. Minor changes in original plan. Approved October 24, 1907.

At State Line Station, on the Messabe Division of the Great Northern Railway. Minor changes and additions in original plan. Approved November 25, 1907.

At Minneapolis, at the crossing of the Great Northern Railway with the Minneapolis Union Railway at 15th Avenue Southeast. Changes and revisions. Inspected and approved December 31, 1907.

At Elbow Lake, at the crossing of the Minneapolis, St. Paul and Sault Ste. Marie Railway by the Great Northern Railway. Changes and additions in original plan. Inspected and approved February 8, 1908.

On St. Croix River draw, near Prescott, Wisconsin, on Chicago, Burlington and Quincy Railway. Plant installed to protect draw span. Inspected and approved by Minnesota Commission in joint action with Wisconsin Commission. Permit to operate south-bound trains issued by Minnesota Commission July 24, 1908.

At Duluth, near Jenswold Street, at the crossing of the Northern Pacific Railway by the Wisconsin Central Railway. Inspected and approved September 10, 1908.

At Coon Creek Junction, at the crossing of the Northern Pacific Railway by the Great Northern Railway. Changes and revisions of original plan. Inspected and approved October 29, 1908.

INSPECTION OF TRACK SCALES USED BY COMMON CARRIERS.

The report of Mr. C. C. Neale, Scale expert, representing the Railroad and Warehouse Commission in the work of testing the railroad track scales operated by the various railroads in the State of Minnesota, covering the period from January 19, 1908, to January 19, 1909, shows that there are now 19 railroads in the State that have railroad track scales as shown by the following list:

Chicago, Burlington & Quincy.....	2 scales.
Chicago Great Western.....	3 scales.
Chicago, Milwaukee & St. Paul.....	16 scales.
Chicago & Northwestern.....	13 scales.
Chicago, Rock Island & Pacific.....	1 scales.
Chicago, St. Paul, Minneapolis & Omaha.....	10 scales.
Duluth & Iron Range.....	9 scales.
Duluth & Northern Minnesota.....	1 scales.
Duluth, Missabe & Northern.....	5 scales.
Duluth, Rainy Lake & Winnipeg.....	1 scales.
Great Northern.....	17 scales.
Minneapolis, Red Lake & Manitoba.....	1 scales.
Minneapolis & St. Louis.....	4 scales.
Minneapolis, St. Paul & Sault Ste. Marie.....	5 scales.
Minnesota & International.....	1 scales.
Minnesota Transfer.....	4 scales.
Northern Pacific.....	23 scales.
Stock Yards Terminal.....	2 scales.
Wisconsin Central.....	2 scales.

Total120 scales.

At the beginning of the period covered by the report there were 122 track scales in operation, but 2 were taken out during the month of September, leaving a total now in operation of 120 as shown by the given list.

The report of Mr. Neale in detail is as follows:

Number of scales tested, first time over system, during period named... 122
 Number of scales retested after various faulty conditions were corrected, 34

Total number of tests made..... 156

The number of scales found correct on general test was..... 48
 The number of scales found weighing less than standard was..... 67
 The number of scales found weighing more than standard was..... 7

Total 122

The faulty conditions of track scales found weighing less than standard, from 150 to 13,660 pounds, may be subdivided as follows:

Broken scales.....	4
Scales out of seal.....	8
Scales in false balance.....	3
Poor foundation conditions.....	29
Scales with badly rusted pivots and knife edges.....	7
Platforms binding against coping walls, and rail binds.....	8
Platform tie-bars found resting upon dead-rail timbers.....	8

Total number of scales found weighing under standard..... 67

The faulty conditions of track scales found weighing more than standard, from 150 to 1,200 pounds may be subdivided as follows:

Broken scales.....	1
Scales out of seal.....	4
Scales in false balance.....	2

Total number of scales found weighing over standard..... 7

"The general tendency for railroad track scales to weigh less than standard, as they become older, is again made very evident by the last year's

work in the railroad track scale system of the state, and there are two factors that work in conjunction to bring this condition about, viz: the natural deterioration of scale structure and foundation, and the increased tonnage that is being imposed upon the scales as the gross weights of railroad car loads become greater.

"The above named conditions, will, perhaps, always exist to some extent, but there can be no question that more accurate results in weighing will be obtained when the several scales which are now too light for the present work are abandoned, and wood construction gives way to steel and concrete.

"The railroad companies now regard their weighing equipment more seriously than ever before, and as a result the light, small scales of ancient pattern on weak, timber foundations, are being replaced with modern, improved weighing machines on foundations of concrete and steel, and in consequence the time will come, when the whole system has been modernized, that it will be an unusual thing to find a scale incorrect until it has been practically worn out.

"Throughout the past year every aid has been rendered by the railroad companies to facilitate the work of scale testing, in the matter of moving the standard test-car and in furnishing ample help to make any necessary repairs.

"Six of the railroad companies in the state now have private test-cars, and two more are planning to do so, to enable their own scale inspectors to keep a closer check on their scales than formerly."

APPLICATIONS FOR DEPOTS AND DEPOT SERVICE.

Citizens at Miltna on "Soo" Railway. Application for depot facilities. The Company agreed to furnish passenger platform until location for depot could be definitely determined.

Wm. Sims et al. at Huson on Great Northern Railway. Petition to have station building kept open for shelter of passengers. Company promised to have matter attended to promptly.

Citizens at Crystal Bay Station on Great Northern Railway. Application to have station building kept open for shelter and accommodation of passengers. Company promised to install custodian service.

Wm. Pugh, Angora, on Duluth, Rainy Lake & Winnipeg Railway. Complaint regarding lack of depot facilities. Company advised its intention to build new station within the near future.

John Runquist, Grasston, on Great Northern Railway. Application to have station kept open at night for the accommodation of passengers. Application granted by the Company.

T. H. Martin, Deer River, on Great Northern Railway. Petition for depot facilities. The Company advised its intention to erect a station building in the spring.

Citizens at and in the vicinity of Halma, on "Soo" Railway.

Protest against threatened closing of station. Reported in detail, page 205.

Citizens of Aldrich on Northern Pacific Railway. Protest against proposed closing of station by Company. Arrangements concluded for a satisfactory service.

Citizens of Burr on Chicago & Northwestern Railway. Petition for improved depot facilities by the addition of separate freight house. Reported in full, page 206.

Citizens at and in the vicinity of Cedar Station on Great Northern Railway. Petition for station building. Reported in detail, page 208.

Citizens at and in the vicinity of Andover station on Great Northern Railway; application for the construction of a station building. Matter taken up with the Company resulting in securing same.

Village authorities of West Concord on Chicago Great Western Railway; request that additional waiting-room be furnished at the station building. Matter taken up with the company resulting in the assurance that request would be granted within a short time.

Residents at and in the vicinity of Dopelius on Northern Pacific Railway; petition for the appointment of a regular agent and increased station facilities. Owing to the existence of the station of Bluffton, three miles distant, petition was denied.

Otto W. Kolshorn, Hay Creek, on Chicago Great Western Railway; application for the construction of a station building. Request for information and statistics having been made by the Commission, and no reply returned by applicant, no further action was taken.

Citizens of Canby on Chicago and Northwestern Railway; application for enlargement of passenger waiting-room. Brought to the attention of the Company, resulting in securing improvement.

Residents of Dakota on the Chicago, Milwaukee & St. Paul Railway; complaint regarding depot service and facilities. Referred to the Company, resulting in securing improvements asked for.

George W. Strand, Taylors Falls on Northern Pacific Railway; complaint of inadequate station service. Complaint not sustained.

Citizens of Baker on the Great Northern Railway; complaint

that the Company intended to remove the agent and discontinue station service. Investigation developed no foundation for the complaint.

A. Schaefer, St. Paul; complaint of inadequate station facilities at Isinours station on Chicago, Milwaukee & St. Paul Railway. Amicably adjusted by the Railway Company.

Village authorities, Henning on Northern Pacific Railway; petition for an additional passenger waiting-room. Matter taken up with the Company, but pending negotiations the complaint was withdrawn.

Charles L. Johnson, Westbury on Soo Railway; application for a regular agent to take charge of station. Investigation indicated very small business, but arrangement made to have custodian service instituted.

Citizens at and in the vicinity of Constance on Great Northern Railway; petition for the erection of a station building. Reported in detail, page 208.

Citizens of Warsaw on Chicago Great Western Railway; complaint that the station building had been closed. The matter having been brought to the attention of the Company, assurance was received that the station would be kept open thereafter.

Citizens of Richdale on the Northern Pacific Railway; application for re-opening of station building and appointment of a custodian. The petition was satisfied by the Company on its attention being brought to same.

Town Authorities, Pepin, on Chicago, Milwaukee & St. Paul Railway; petition for a depot at Reads. Petition finally withdrawn until further notice.

Citizens of Winnipeg Junction, on Northern Pacific Railway; protest against abandonment of station. Case still pending.

Citizens of Holman, on Duluth, Missabe & Northern Railway; petition for a depot. Reported in full, page 209.

Citizens of Miltona, on Soo Railway; petition for a depot. Company advised intention to change location for station, and would provide facilities asked for in spring of 1909.

J. B. Campbell, Arcola, on Wisconsin Central Railway; flag station wanted. Complaint finally dropped by petitioners.

Village Authorities, Hector, on Chicago, Milwaukee & St. Paul Railway; complaint of unsatisfactory station service. Company promised improved service.

Citizens of Graceton, Canadian Northern Railway; want regular agent appointed. Petition denied owing to extremely limited business.

Citizens of Hastings, on Chicago, Milwaukee & St. Paul Railway; inadequate passenger platform facilities. Company promised to improve same.

Village Authorities, Sauk Center, on Great Northern Railway; petition for increased depot facilities. The Commission was subsequently notified to discontinue proceedings until further notice.

Norquist Bros. & Cones, Roosevelt, on Canadian Northern Railway; inadequate station facilities. Improvements secured from railway company.

Citizens between Stockwood and Muskoda, on Northern Pacific Railway; petition for establishment of a new station. Company promised to comply.

John Wax Lax, Lax Lake, on Duluth & Northern Minnesota Railway; application for a depot. Reported in full, page 212.

B. E. Thwing, Greenland, on Chicago Great Western Railway; petition for better depot facilities. Company promised to make necessary improvements.

Citizens of Erhard, on Great Northern Railway; petition for a regular agent. Agent secured by the Commission.

F. D. Brandenburg et al, Steiner on Great Northern Railway; petition for depot. Being a new station with very light business, the Commission felt such an order not justified.

Citizens of Nymore, Minnesota & International Railway; petition for a flag station. Company promised to establish same.

Citizens of Robbinsdale, Great Northern Railway; petition for a regular station service. Reported in full, page 213.

APPLICATIONS TO CLOSE DEPOTS TEMPORARILY.

Dec. 16, 1907—Application by Minneapolis, St. Paul & Sault Ste. Marie Railway Co., for permission to close station of Viking temporarily owing to light business. Application granted.

Dec. 16, 1907—Application by Minneapolis, St. Paul & Sault Ste. Marie Railway Co., for permission to close station of Radium temporarily owing to light business. Application granted.

Dec. 16, 1907—Application by Minneapolis, St. Paul & Sault Ste. Marie Railway Co., for permission to close station of Forado temporarily owing to light business. Application granted.

Dec. 22, 1907—Application by Great Northern Railway Co., to close the station of Kragness temporarily. After investigation of this case the application was denied.

Dec. 22, 1907—Application by Great Northern Railway Co. to close the station of Eldred temporarily owing to light business. Permission given to substitute a custodian service until further notice.

Jan. 3, 1908—Application by Northern Pacific Railway Co. to close the station of Syre temporarily. Permission given to substitute a custodian service until further notice.

Jan. 3, 1908—Application by Northern Pacific Railway Co. to close the station of Dopelius owing to light business. Application granted until further notice.

Jan. 8, 1908—Application by Great Northern Railway Co. to close the station of Lorne temporarily. After investigation the application was denied.

Jan. 7, 1908—Application by Great Northern Railway Co. to close the station of Manley owing to falling off in business. Permission given to substitute custodian service until further notice.

Jan. 21, 1908—Application by Northern Pacific Railway Co. to close the station of Beroun temporarily. Permission given to close same until further notice.

March 12, 1908—Application of Northern Pacific Railway Co. to close Richdale depot. Application granted until further order of the Commission.

March 7, 1908—Application by Great Northern Railway Co. to withdraw agent at Erdahl. Application denied.

March 11, 1908—Application by Great Northern Railway Co. for permission to withdraw regular agent at Alberta, and substitute custodian owing to falling off in business. After investigation by the Commission, the application was denied.

March 21, 1908—Application by Great Northern Railway Co. to discontinue agents at Holyoke and Partridge stations. Permission given to substitute custodian service until further orders.

March 21, 1908—Application by Great Northern Railway Co. to discontinue agents at Kerrick and Verna. Permission given to substitute custodian until September 15, 1908, when regular agents are to be restored.

March 21, 1908—Application by Great Northern Railway Co. to discontinue agent at Granby. Denied.

April 3, 1908—Application by Great Northern Railway Co. to close Rustad station. Situation investigated by the Commission and application denied.

April 3, 1908—Application by Great Northern Railway Co. to close Sandridge station until business revives. Permission given to substitute custodian until September 15, 1908, then to restore regular agent.

Oct. 27, 1908—Application by Great Northern Railway Co. to close Crystal Bay station for winter season. Granted with understanding that a custodian service be installed until reopening in the spring.

Oct. 27, 1908—Application by Great Northern Railway Co. to close Spring Park station until spring. Application granted.

Oct. 27, 1908—Application by Great Northern Railway Co. to close Minnetonka Beach Station until spring. Application granted.

PLATFORMS.

Stewart Milling Company, Stewart, on Chicago, Milwaukee & St. Paul Railway; application for loading platform. Application withdrawn.

Citizens of Alberta on Great Northern Railway; loading platform wanted. Reported in detail, page 214.

Citizens of Westport on Northern Pacific Railway; petition for a loading platform. Reported in detail, page 215.

Citizens of Nymore on Minnesota & International Railway, petition for a passenger platform. Company promised to furnish facilities asked for.

F. D. Brandenburg et al, Steiner on Great Northern Railway; petition for loading platform. Owing to lateness of season, matter was deferred.

ELEVATOR SITES.

A. F. Kruger, Paynesville on Great Northern Railway; application for an elevator site on right of way. Satisfactory site furnished by Company.

SIDETRACKS.

T. H. Martin, Deer River, on Great Northern Railway. Application for sidetrack facilities. On being brought to the atten-

tion of the Company the facilities desired were promised early in the spring.

B. J. Libbey, Minneapolis. Petition for assistance in securing a sidetrack to his coal yard near Chicago, Milwaukee & St. Paul Railway; Company declined to construct same at its own expense and petitioner advised by Commission that it had no power to require same.

Citizens of Roosevelt on Canadian Northern Railway. Complaint of delay in constructing a sidetrack which had been promised by Company. Delay reported by Company was caused by difficulty in getting the rails which were, however, expected shortly.

John K. Lee, Barrett on Soo Railway; refusal of Company to move warehouse to new sidetrack. Adjusted satisfactorily.

Citizens of Alberta on Great Northern Railway; petition for sidetrack. Reported in detail, page 216.

John A. Cole Milling Co., Rochester on Chicago Great Western Railway; petition for a sidetrack. Reported in detail, page 216.

Citizens residing between Brooten and Meier's Grove on Soo Railway; petition for the location of a sidetrack. Reported in detail, page 219.

Farmers' Elevator Company, Barnesville on Great Northern Railway; petition for sidetrack to warehouse. Reported in detail, page 220.

Grain Producers Elevator Co., Doran on Great Northern Railway; petition to have sidetrack extended. Company advised its intention to make this improvement with others at a later date.

A. E. Wentzel, Crookston on Great Northern Railway; application for a siding between Hixon and Fisher. The distance between the two points being but six miles, the Company declined to voluntarily grant the application.

Pillatske Bros. Brick Company, Barnum on Great Northern Railway; petition for a spur track to brick manufacturing plant. Reported in detail, page 220.

L. A. Thorson, Melvin, on Northern Pacific Railway; application for a sidetrack to sand pit. Owing to small amount of business involved, Company declined to construct same the present season.

A. M. Landby, Swift, on Canadian Northern Railway; complaint of bad condition of sidetrack. Called to Company's attention resulting finally in necessary improvement.

WYES.

Citizens of Detroit vs. Northern Pacific Railway Co. and Minneapolis, St. Paul & Sault Ste. Marie Railway Co.; petition for an order requiring the establishment of track connections between the lines of said Companies. Reported in detail, page 223.

George McAllister and John S. Anderson, Norwood vs. Minneapolis & St. Louis Railroad Co. and Chicago, Milwaukee & St. Paul Railway Co.; petition for a Wye. Reported in detail, page 223.

F. E. Kenaston and Andrew Justus, Hopkins vs. Minneapolis & St. Louis Railroad Co. and the Chicago, Milwaukee & St. Paul Railway Co.; petition for a wye. Reported in detail, page 224.

Citizens of Faribault vs. Chicago Great Western Railway and Chicago, Milwaukee & St. Paul Railway Co.; petition for a Wye. Reported in detail, page 224.

TRAIN SERVICE.

Citizens at Miliona, on Soo Railway.; petition to have local trains stop daily on signal. Brought to the attention of Company and service arranged for.

Commercial Club, Osseo, on Great Northern Railway; complaint of unsatisfactory train service between Osseo and the Twin Cities. Brought to attention of Company resulting in arrangement for satisfactory service.

Wm. P. Hanson, McGregor, on Northern Pacific Railway; request that trains be stopped at Grass Twine station on signal. Company complied with request.

Citizens residing between Duluth and Fond du Lac, on Northern Pacific Railway; protest against threatened discontinuance of passenger train service between said points. Reported in full, page 225.

Citizens residing at various points along the line of the Southern Minnesota Division of the Chicago, Milwaukee & St. Paul Railway; complaint of inadequate passenger train service and unsatisfactory depot service. Reported in full, page 226.

William Sproat, St. Paul; alleged unsatisfactory passenger train service on the Chicago, Burlington & Quincy Railway between La Crosse, Wis. and St. Paul; complainant notified that this was an interstate matter and at his request was referred to Interstate Commerce Commission.

Aug. Blomquist, Little Falls, on Northern Pacific Railway; request to have freight trains permitted to carry passengers between local points. Company not favorably disposed and matter dropped.

Citizens of Browns Valley, on Great Northern Railway; protest against proposed discontinuance of existing separate passenger and freight train service and substitution of mixed passenger and freight train service therefor. Satisfactory adjustment made by the Company.

Citizens of Rustad, on Great Northern Railway; petition to have passenger trains Nos. 9 and 10 stop at Rustad for passengers. Reported in detail, page 228.

Citizens of Iona, on Chicago, Milwaukee & St. Paul Railway; petition for additional passenger train service between Sioux City and the Twin Cities. Reported in detail, page 228.

Citizens residing along the Evansville-Tintah branch of the Great Northern Railway; complaint of the unreasonableness of the train service on said line. Reported in detail, page 229.

John C. Rabe, et al, Nicollet; complaint of inadequate passenger train service, caused by conflicting time schedules of the Chicago & Northwestern Railway and Chicago, St. Paul, Minneapolis & Omaha Railway. Brought to the attention of the respective companies and satisfactory arrangements secured.

Citizens residing at and in the vicinity of various stations on the Chicago, Milwaukee & St. Paul Railway between Wabasha and Faribault; protest against proposed discontinuance of passenger train Nos. 608 and 621 between Wabasha and Faribault. Reported in detail, page 230.

Citizens of Medford and vicinity, on the Chicago, Milwaukee & St. Paul Railway; petition for an order requiring early morning train No. 1, to stop on flag for passengers to Twin Cities. Matter brought to the attention of the Company and service granted.

Chas. L. Thurber, et al, Chatfield, on Chicago & Northwestern to the Company's attention, a satisfactory improvement in the service was promised.

Residents at and near "Strip" a station on the Soo Railway; complaint that the daily passenger train is not stopped at station, when signaled. Investigation showed this to be a violation of the Company's orders, which was promptly corrected.

Village Council, St. Hilaire, on Great Northern Railway; complaint that existing tri-weekly freight train service is inadequate. More satisfactory service assured by Company.

R. Remp, Dresbach on Chicago, Milwaukee & St. Paul Railway; insufficient time given berry and cream shippers by express, to deliver their products to train No. 5. Company promised to arrange for better facilities.

Patrons of Great Northern Railway along the Cass Lake line; general complaint unsatisfactory passenger train service. Pending negotiations between the Commission and the company, notice of withdrawal of complaint was filed by petitioners.

Theo. F. Olson, et al. Brandon, on Great Northern Railway; complaint of insufficient freight train service. Improved service secured.

Village Council, Mendota, on Chicago, St. Paul, Minneapolis & Omaha Railway; petition that morning passenger train No. 10 be stopped for accommodation of passengers for St. Paul. Company agreed to try the service for sixty days to determine necessity.

DANGEROUS CROSSINGS AT INCORPORATED VILLAGES AND CITIES.

Village Council, Newport vs. Chicago, Milwaukee & St. Paul Railway and Chicago, Burlington & Quincy Railroad; complaint of dangerous crossing. Reported in detail, page 232.

Andrew Hope, et al vs. Northern Pacific Railway and Chicago, St. Paul, Minneapolis & Omaha Railway; complaint of dangerous crossing at Earl street in the City of St. Paul and petition for construction of a tunnel or viaduct across said street. Investigation made by the Commission into existing conditions and parties advised that power to act laid exclusively with the city authorities under a recent decision of the State Supreme Court.

Citizens of Wadena vs. Great Northern Railway Co. and Northern Pacific Railway Co.; complaint of dangerous crossing. Commission agreed to fix date for hearing, but complainants advised their desire to have matter temporarily held in abeyance.

Citizens of Faribault and vicinity vs. Chicago, Milwaukee & St. Paul Railway Co., Chicago, Rock Island & Pacific Railway Co.

and Chicago Great Western Railway Co.; complaint of several dangerous crossings at Faribault. Reported in detail on page 232.

Village Council, Delano, vs. Great Northern Railway Co.; complaint of dangerous crossing at Third street in said village. Reported in detail on page 237.

Village Authorities, Elkton, vs. Chicago Great Western Railway Co.; complaint of dangerous crossing. Reported in detail, page 237.

COMPLAINTS AGAINST COMMISSION MERCHANTS.

Elbow Lake Grain Co. vs. B. E. Baker & Co., Duluth; complaint of unsatisfactory returns on a carload of durum wheat sold "to arrive" at Duluth. Investigated and satisfactory settlement secured.

C. E. Hovland, Coteau, N. D. vs. M. C. Wright, Minneapolis; alleged failure to make proper returns on two cars of grain. Satisfactory settlement secured.

A. F. Kruger, Paynesville vs. Loftus-Hubbard Elevator Co., St. Paul; complaint of failure to make full settlement for two cars of hay. Matter settled to satisfaction of shipper.

J. L. Freeland, Zimmerman vs. Callender-Vanderhoof Co., Minneapolis; alleged failure to make proper returns on consignment of seven cars of potatoes. Investigated by the Commission and report made to consignor. Complaint finally dropped.

Wm. Grettum & Co., Duluth and Zetterburg & Co., Mora, vs. W. P. Devereux Co., Minneapolis; alleged improper returns on four cars of hay. Case satisfactorily adjusted.

Frank R. Hammond, Bismarck, N. D. vs. Arbogast & Ball, Duluth; failure to make return on a car of wheat. Reported in detail, page 240.

J. H. Kennedy, Coggsell, N. D. vs. Cooper Commission Co.; alleged failure to make full returns on carload of barley. Investigated by the Commission and no evidence found to justify complaint. Case dismissed.

L. D. Body, Warren, vs. Loftus-Hubbard Elevator Co., Minneapolis; complaint of failure to return proceeds on carload of hay. Investigation showed consignment did not bring enough to more than pay freight charges and complainant so notified.

H. S. Erickson, Ulen vs. R. Smith & Co., Duluth; complaint of delay in remitting proceeds from sale of carload of hay. Investigated by Commission and prompt settlement secured.

Fahlstrand & Wells, Herman, vs. B. E. Baker & Co., Duluth, alleged refusal to pay for consignment of barley. Reported in detail, page 241.

RATE CASES.

E. F. Koehler, Mora, Minn.; alleged unjust rate on lumber from Mora to Mounds. Rate satisfactorily adjusted.

A. D. Sackett, Janesville, vs. Chicago & Northwestern Railway and Chicago Great Western Railway Co.; complaint of existing rate on live stock between Janesville and South St. Paul. Proper adjustment made by Company.

Paul Jacobson vs. Swan River Logging Co.; alleged unjust rate on shipments of less than 100 lbs. Complaint not sustained.

Application of the Chicago & Northwestern Railway Co. to have switching rates on stone established at New Ulm. Reported in detail, page 242.

Delmar Elevator Co., Minneapolis, vs. Chicago, Milwaukee & St. Paul Railway; alleged unjust switching rates. Not sustained.

Albert Lea Hide and Fur Company, Albert Lea vs. Chicago & Northwestern Railway Co.; unjust rate on hides from Eagle Grove to Albert Lea. Satisfactorily adjusted.

Princeton Roller Mill Co. vs. Great Northern Railway Co.; application for extension of milling-in-transit rate to Scanlon. Company declined to comply and shipments being interstate the Commission could not furnish relief.

Wohlheter Elevator Co., Fairmont vs. Chicago, Rock Island & Pacific Railway Co.; alleged unjust rate on corn from Omaha to Wilmont and Lismore. Brought to attention of Company and adjustment of rate secured.

Application by the Duluth & Northern Minnesota Railway Co. to increase its rates on forest products. Reported in detail, page 243.

Various Shippers vs. Chicago Great Western Railway Co.; alleged unwarranted increase in switching charges between St. Paul and South St. Paul. Reported in detail, page 245.

Lindsay Bros. vs. Chicago Great Western Railway Co.; discrimination in rates on agricultural implements. Reported in full, page 246.

Standard Cedar Lumber Co., Minneapolis, vs. Minnesota & International and Northern Pacific Railways; complaint of unreasonable rate on ties from Minnesota & International Railway points to points on Northern Pacific Railway. Requested by Commission to file specific complaint in writing, but declined to do so.

Hancock Bros., Benson, on Great Northern Railway; complaint of unjust rate on hay, Benson to Grafton, N. D. Brought to attention of Company and adjustment secured.

Citizens of Moorhead; application for aid to have present rates from Fargo to North Dakota points extended so as to have them apply from Moorhead, on the Great Northern, Northern Pacific and Soo Railways. Reported in detail, page 170.

Myers Warehouse & Produce Co., Wegdahl, on Chicago, Milwaukee & St. Paul Railway; alleged discrimination in grain rates from Wegdahl to Minneapolis as compared with rates from Granite Falls to same point. Advised that said rates were involved in rate litigation now pending in the Courts.

Gibbs Grain & Fuel Co. vs. Red River Lumber Co.; complaint of discrimination in rates on cordwood as compared with pulpwood rates. Pending negotiations with Company the complaint was withdrawn.

Application by the Minnesota & International Railway Co. for authority to increase its rates on pulpwood to the basis of its existing cordwood rates. Reported in detail, page 249.

Bemidji Lumber Co. vs. Great Northern Railway Co. and Minnesota & International Railway Co.; alleged discrimination in switching rates at Bemidji. Reported in detail, page 249.

Nathan Gendler, Blue Earth, vs. Chicago & Northwestern Railway Co.; complaint as to unreasonableness of rate on rags, Blue Earth to Chicago. Satisfactorily adjusted.

Red Lake Falls Milling Co. vs. Great Northern Railway Co.; complaint of excessive rates on grain from Wylie to Duluth. Taken up with Company and a satisfactory settlement secured.

E. S. Mooers & Co., Minneapolis, vs. Great Northern Railway Co.; alleged unjust rate on timothy seed, Lynd to Minneapolis. Justice of rate confirmed by the Company and complaint withdrawn.

A. E. Caldwell, Beaver Creek, on Chicago, St. Paul, Minneapolis & Omaha Railway; complaint of unjust passenger and

freight rates. Requested to make a specific complaint, but matter finally dropped.

Minnesota Milk Shippers' Association vs. Chicago Great Western Railway Co.; alleged unreasonable rates on milk and cream shipments. Reported in full, page 250.

OVERCHARGES AND CLAIMS.

S. McCauley, Big Falls, vs. Minnesota & International Railway Co.; overcharge on household goods. Adjusted by Company.

Works Biscuit Company, Minneapolis, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Co.; overcharge on crackers and tin boxes. Satisfactorily adjusted.

Claus Rosenfeldt, Sherburne, vs. Minneapolis & St. Louis Railroad Co.; overcharge on hay shipment. Commission requested complainant to forward expense bill but he failed to comply.

Campbell Commission Co., South St. Paul, vs. Chicago, Milwaukee & St. Paul Railway and Great Northern Railway; overcharge on shipment of carload of sheep. Settled satisfactorily.

J. L. Freeland, Zimmerman, vs. Great Northern Railway Co.; overcharge on carload of potatoes. Company promised satisfactory adjustment.

Farmers' Mercantile & Elevator Co., Madison, vs. Minneapolis & St. Louis Railroad Co.; claim for damages account delay to shipment of barley. There being a dispute as to facts complainant was advised to take the matter into court for determination.

Iver Lien, Halstad, vs. Northern Pacific Railway Co.; alleged overcharge on seed grain. Claim not sustained.

Barrett & Zimmerman, St. Paul, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Co.; alleged overcharge on car of horses. Claim not sustained.

Deimer-Pepper Elevator Co., Bagley, vs. Great Northern Railway Co.; alleged overcharge on oats. Not sustained.

John Peshon, Minneiska, vs. Chicago, Milwaukee & St. Paul Railway Co.; alleged overcharge on shipment of lamps. Claim not sustained.

C. R. Rank & Co., St. Paul, vs. Soo Line; overcharge on switching. Claim adjusted by Company.

T. F. Moore, East Grand Forks, vs. Northern Pacific Railway Co.; alleged overcharge on emigrants' movables. Claim not sustained.

Minnesota Seed Co., New Ulm, vs. Great Northern Railway Co.; overcharge on shipments of corn, New Ulm to Eldred. Claim adjusted by Company.

N. S. Moen, Brice lyn, vs. Chicago & Northwestern Railway Co.; overcharge of \$5.00 on shipment of sample trunks. Company acknowledged claim and overcharge refunded.

Works Biscuit Co., Minneapolis, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Co.; overcharge on empty cartons, Minneapolis to Worthington. Satisfactorily settled.

B. J. Peterson, Harris, vs. Minneapolis & St. Louis Railroad Co.; overcharge on household goods. Overcharge refunded by Company.

Duluth Log Company vs. Chicago, Rock Island & Pacific Railway Co.; claim for overcharge on carload of stakes. Claim not sustained.

C. D. Griffith, Sleepy Eye, vs. Chicago & Northwestern Railway Co.; alleged overcharge in passenger fare between Mankato and Sleepy Eye via St. Peter. Complaint satisfactorily adjusted.

J. Bakke, Hawley; complaint against Great Northern Railway alleging unjust drayage charge. Amount of charge refunded by Company.

Wisconsin Dairy Co., St. Paul, vs. American Express Co.; claim for loss of milk and cream cans. Amount of loss paid complainant by Company.

State Elevator Co., Minneapolis, vs. Minneapolis Western Railway Co.; alleged unreasonable diversion charge. Overcharge refunded by Company.

John Bakke, Hawley, on Northern Pacific Railway; claim for loss on household goods. Claim adjusted.

S. E. Thompson, Tenstrike, on Minneapolis & International Railway; alleged overcharge by Great Northern Co. for demurrage on car of wood at Grand Forks. Brought to the attention of the Company and an adjustment secured.

C. A. Becker, St. Paul, vs. Chicago & Northwestern Railway Co.; overcharge in passenger fare. Satisfactorily adjusted.

J. G. Maattala, Virginia, on Duluth, Missabe & Northern Railway; claims for loss and damage on shipments of merchandise. Brought to the attention of Company and settlement secured.

G. J. Mesna, Pitt, on Canadian Northern Railway; household goods damaged; effort made to secure an adjustment without success. Being an interstate shipment, Commission had no jurisdiction.

Wesley Ely, Gordon, Wisconsin, vs. Northern Pacific Railway; claim for loss in butter shipments. Brought to the attention of the Company and adjustment secured.

A. D. Bjustad, Shell Lake, Wisconsin, vs. Chicago, St. Paul, Minneapolis & Omaha Railway; overcharge on shipment of cattle from Le Sueur to Duluth. Satisfactorily adjusted by Company.

W. R. Cartwright, Austin, vs. Great Northern Railway and Chicago, Milwaukee & St. Paul Railway; claim for damage account of delay in forwarding emigrants' effects. Owing to dispute as to facts the Commission advised action in Court.

John Schoon, Mora, on Great Northern Railway; alleged overcharge on emigrants' effects. Claim settled by Company.

F. A. Knox, Lisbon, N. D., vs. Great Northern Railway Co.; claim for loss of goods. Satisfactory adjustment secured from Company.

R. I. Hawkins, Milaca, vs. Great Northern Railway Co., et al.; claim for loss of hides, Milaca to Milwaukee. Satisfactorily adjusted.

G. B. Marsh, Hector, vs. Chicago, Milwaukee & St. Paul Railway Co.; overcharge on household goods, Brooten to Hector. Claim allowed by Company.

A. B. Bjustad, Berlin, N. D., vs. Chicago, St. Paul, Minneapolis & Omaha Railway Co.; overcharge on car of cattle. Satisfactorily adjusted.

F. Bier, Albany, vs. Great Northern Railway Co.; overcharge on lumber, Kulzier, Wash. to Albany, Minn. Being interstate business, the matter was referred to the Interstate Commerce Commission, which decided the charge to be correct.

B. F. Hall, Anoka, vs. Northern Pacific Railway Co., et al.; alleged overcharge on potato flour, Anoka, Minn. to Oakland, California. Referred to Interstate Commerce Commission which decided charges to be correct.

McHugh-Christenson Co., Minneapolis, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Co.; alleged overcharge on rye, Stillwater to Peoria, Ills. Advised claim must be referred to Interstate Commerce Commission for adjustment.

Carson-Wood & Weiller, South St. Paul, vs. Great Northern Railway Co.; overcharge on live stock. Claim satisfied by Company.

Alex McNeil, Dayton, vs. Great Northern Railway Co.; overcharge on lumber shipments, Dumas to Dayton. Claim not sustained.

Thorpe Elevator Co., Minneapolis, vs. Chicago & Northwestern Railway; alleged overcharge on a carload of flax from Milroy to Minneapolis. Not sustained.

Deere & Webber, Minneapolis, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Co.; overcharge on agricultural implements. Claim not sustained.

Krava & Boehme, Le Sueur Centre, vs. United States Express Co.; claim for damage to meats in transit. There being a dispute as to facts, complainant was advised to take the matter into court for adjustment.

John Schwitters, Clara City, vs. Chicago & Northwestern Railway Co.; complaint of delay in shipment of household goods from Wall Lake, Ia. to Clara City, Minn. Shipment traced for complainant and goods delivered.

P. J. Grady, Tenstrike, vs. Minnesota & International Railroad Co.; overcharge on shipment of cordwood. Overcharge refunded by company.

Butler Bros., Hibbing, vs. Great Northern Railway Co.; alleged overcharge on coal shipment. Not sustained.

Bridgeman & Russell Co., Duluth, vs. United States Express Co.; alleged overcharge on milk shipments. Complaint finally withdrawn.

J. H. Harrison, Cannon Falls, vs. Chicago, Milwaukee & St. Paul Railway Co.; alleged overcharge on hay shipments from Twin Brooks, S. D. to Cannon Falls, Minn. Referred to Interstate Commerce Commission at Washington, resulting in claim not being sustained.

W. L. Turner, Welch, on Chicago Great Western Railway; complaint as to unreasonable charge on mixed cars of hogs and sheep. Taken up with the Western Trunk Line Committee and satisfactorily adjusted.

John Weinmann, Avon, vs. Great Northern Railway Co.; claim for damage to household goods amounting to \$8.00.

Brought to the attention of Company and payment of same secured.

Norquist Bros. & Cones, Roosevelt, vs. Canadian Northern Railway Co.; alleged overcharge on lumber, Roosevelt to Alvarado. Complaint referred to Railway Company resulting in settlement of same.

Klinkerfues Bros., St. Paul, vs. Chicago, Milwaukee & St. Paul Railway Co.; claim for loss of bale of denim between Duke N. C. and St. Paul. Claim not sustained.

Stevens & Weld, St. Cloud, vs. Great Northern Railway Co.; claim of overcharge on car of hay from St. Cloud to St. Joseph. Company denied claim and there being a dispute as to facts it was recommended that claimant try the case in Court.

R. E. McCleary & Co., St. Paul, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Co.; alleged overcharge on wood shipments. Claim not sustained.

J. A. Olin, Millville, vs. Chicago, Milwaukee & St. Paul Railway Co.; claim of overcharge on emigrants' effects, Kensal, N. D. to Millville. Not sustained.

Van Dusen-Harrington Co., South St. Paul vs. Chicago & Northwestern Railway Co.; overcharge on car of live stock from Waseca to South St. Paul. Overcharge refunded by Company.

COMPLAINTS OF DELAY IN MOVING LOADED CARS.

M. H. Gilbert, Mantorville, on Chicago Great Western Railway; complaint of serious delay in moving live stock shipments, Mantorville to St. Paul. Not sustained.

B. Knudsen, Thorsby, Ala.; complaint of delay in moving carload of household goods from Thief River Falls, Minn., to Thorsby, Ala. Car traced and delivered.

R. Ziesemer, Litchfield, on Great Northern Railway; complaint of delay on carload of household goods from Kasson to Litchfield. Car traced and delivery secured.

Engemoen & Co., South St. Paul; complaint of delay by the Stockyards Terminal Railway Co., in moving live stock shipments between Shoreham and South St. Paul. Brought to the attention of the Company, resulting in improved service.

T. S. Thorson, Dawson, on Minneapolis & St. Louis Railroad; complaint of serious delay in movement of nine cars of grain. Company claimed delay due to blockade, which would be remedied promptly.

COMPLAINTS OF SHORTAGE OF CARS.

DECEMBER, 1907

Farmers Elevator Co., Dawson, M. & St. L. R. R. Co.....Grain

JANUARY, 1908.

Charles Pallas, Baker, G. N. Ry.....Potatoes

FEBRUARY, 1908.

S. R. Marcyes, Long Prairie, G. N. Ry.....Wood

MARCH, 1908.

Ray Dickinson, Solway, G. N. Ry.....Pulpwood

APRIL, 1908.

None.

MAY, 1908.

Frank J. Hughes, Virginia, D. R. L. & W. Ry.....Pulpwood

JUNE AND JULY, 1908.

None.

AUGUST, 1908.

J. F. McNamara, Fulda, C. M. & St. P. Ry.....Vehicle

SEPTEMBER, 1908.

Hazel Run Produce Co., Hazel Run, M. & St. L. R. R.....Grain

OCTOBER AND NOVEMBER, 1908.

None.

MISCELLANEOUS COMPLAINTS.

Wm. Pugh, Angora, on Duluth, Rainy Lake & Winnipeg Railway; complaint of refusal by Company to carry freight from Angora to Virginia. Complaint not sustained.

Andrew Ingersether, et al., Nerstrand, Minn.; petition for an underground farm crossing. Commission advised parties of proper method of procedure under Section 1996, R. L. 1905.

Citizens of Conger, on Chicago, Rock Island & Pacific Railway; petition for the construction of a railroad crossing on the main street of the village. Similar disposition as in forgoing case.

F. E. Kaepfel vs. Northern Pacific Railway; complaint of dangerous crossing at White Bear. Company agreed to exercise special care in handling trains, in addition to employing a flagman.

A. Mattison, New Germany, on Great Northern Railway; complaint of stock scales out of condition. Company promised to remedy same immediately.

Chas. Loring, Crookston, vs. Great Northern Railway Co.; alleged unjust passenger fare. Company adjusted complaint satisfactorily.

Ora J. Parker, Le Sueur, on Chicago, St. Paul, Minneapolis & Omaha Railway; complaint that brakeman left coach doors open in cold weather when stopping at stations. Company promised no further cause for complaint.

A. W. Crozier, Minneapolis, vs. Minneapolis & St. Louis Railroad Co.; unsatisfactory baggage service alleged. Satisfactory explanation and adjustment made by Company.

Albert Lea Hide & Fur Co. vs. Minneapolis & St. Louis Railroad Co.; alleged refusal by Company to accept green hides for shipment except on certain days each week. Reported in full, page 254.

G. W. Smithson, Madelia, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Co.; alleged unjust regulations as to checking roller skates as baggage. Complaint not sustained.

Application by Great Northern Railway Co. for permission to close Fermoy line. Reported in detail, page 179.

Application by Duluth, Rainy Lake & Winnipeg Railway Co. for permission to open and operate their line between Rainy Junction and the Canadian Boundary. Reported in detail, page 171.

Citizens of Myrtle, on Illinois Central Railway; petition for a plank sidewalk on right of way leading to depot. Company promised to furnish same.

Henderson-Morris Lumber Co. vs. Northern Pacific Railway Co.; application for an order requiring company to permit the use of its sidetrack at Minneapolis. Case finally dropped by complainant.

C. H. Dingler, et al., Cazenovia, on Chicago, Rock Island & Pacific Railway Co; protest against threatened removal of telegraph facilities. Commission advised no jurisdiction.

Jas. Dobson, Wayzata, on the Great Northern Railway; request that planks to farm crossing be restored. Company promised immediate attention and relief.

Hon. R. L. Houk, Good Thunder, on Chicago, Milwaukee & St. Paul Railway; complaint that Company had discontinued tele-

graph service. Advised that Commission could not afford relief as it lacked jurisdiction.

Citizens of Taunton, on Chicago & Northwestern Railway; complaint that telegraph service had been discontinued and requesting immediate restoration. Commission advised no jurisdiction.

L. J. Haupt, Collis, on Chicago, Milwaukee & St. Paul Railway; petition for a cattle chute. Brought to attention of Company and request complied with.

A. A. Kinne, Minneapolis, vs. Minneapolis & St. Louis Railroad Co.; dangerous crossing reported at Minnetonka Mills. Company promised to provide additional safeguards against accidents.

Application by Chicago, Milwaukee & St. Paul Railway Co. for permission to revise its line between Hastings and Red Wing. Reported in detail, page 175.

George P. Lindstrom, St. Peter, on Chicago & Northwestern Railway; complaint of failure to forward egg shipments. Satisfactorily explained and adjusted by Company.

E. C. Robinson, Myrtle, on Illinois Central Railroad; complaint of unsatisfactory refrigerator car service. Improvement in service promised by Company.

Village Council, South St. Paul, vs. Minneapolis & St. Paul Suburban Co; petition for certain improvements in present street car service at South St. Paul. Reported in detail, page 258.

John N. Westlund, Center City vs. Soo Railway Co.; complaint as to lack of transfer facilities for L. C. L. shipments at Bald Eagle Junction. Company promised to arrange for necessary facilities.

St. Paul Board of Trade vs. Soo Railway Co.; complaint of bad condition of team track road at St. Paul. Company agreed to have the road paved.

Edward Lafot, Lakefield; complaint against practice by Express Companies of handling fruits, etc., through local agents. Reported in detail, page 255.

A. J. Maylot, Hancock, on Great Northern Railway; complaint of unsanitary condition of stockyards. Company agreed to have cause for complaint removed.

G. L. Percy, Minneapolis; complaint of inability to purchase baggage mileage books at country station. Brought to the attention of the Great Northern Railway Co. and satisfactorily adjusted.

Citizens of Montrose, on Great Northern Railway Co.; application for stockyards facilities. Brought to the attention of the Railway Company and improvements secured.

Edmund Hall, et al., Armstrong, on Chicago, Milwaukee & St. Paul Railway; petition for stockyards facilities. Company promised to furnish facilities wanted within a short time.

A. D. Sackett, Janesville, on Chicago & Northwestern Railway; application for double chute and other improved facilities for shipping stock. Satisfactorily adjusted.

Co-operative Creamery Ass'n., Fisher, on Great Northern Railway; complaint of failure by company to furnish refrigerator cars for creamery products. Brought to attention of company and services secured.

W. S. Stevens, Osakis, on Great Northern Railway; complaint of bad condition of stockyards. Investigation showed complaint not justified.

G. T. Stevens, Carlos, on Minneapolis, St. Paul & Sault Ste. Marie Railway; complaint of unsatisfactory condition of stockyards. Brought to attention of Railway Company and satisfactory improvements secured.

R. Remp, Dakota, on Chicago, Milwaukee & St. Paul Railway; complaint that No. 5 train is not held sufficient time for loading berry shipments at Dakota and Dresbach. Company promised to take steps to prevent further cause for complaint.

J. I. Coffey, Mentor, on Great Northern Railway; protest against rule of Company compelling prepayment of freight charges on hay shipments. Reported in detail, page 257.

John Wax Lax, et al., vs. Duluth & Northern Minnesota Railway Co.; petition for change of name of Schauff Lake to Lax Lake. Taken up with Company and arrangements made for desired change.

R. J. Burns, Caledonia, on Chicago, Milwaukee & St. Paul Railway; complaint of inadequate water supply at stockyards. Company agreed to arrange for necessary improvements.

P. A. Peterson, Appleton, on Great Northern Railway; complaint of lack of spark arresters on engines. Investigation made by Commission and specific cases brought to attention of Company, resulting in necessary improvements being made.

A. J. Cones, Roosevelt, on Canadian Northern Railway; complaint of refusal by Company to accept twin load shipment of poles. Investigation showed improper loading, and on this being rectified by shipper, the Company forwarded shipment.

Mrs. G. O. Kivley, Beaudette, on Canadian Northern Ry; complaint of unsanitary condition of railroad ditches at Beaudette. Copy of complaint furnished Railway Company resulting in cause being removed.

Farmers' Co-operative Elevator Co., Heron Lake, on Chicago, St. Paul, Minneapolis & Omaha Railway; alleged poor equipment for loading flax and coarse grains. Railway Company promised to furnish suitable cars for these shipments.

Farmers' Produce Co., Porter, on Chicago & Northwestern Railway; complaint of failure by Company to furnish lumber for grain doors. Satisfactorily arranged to prevent recurrence of difficulty.

Schommer & Olson, Dawson, vs. Minneapolis & St. Louis Railroad Co.; complaint of inadequate stockyards facilities. Improved facilities promised by Company.

J. F. Ackerson, Erdahl, on Great Northern Railway; application for express service at said station. Satisfactorily adjusted.

P. Mohrbacher & Son, Cologne, on Chicago, Milwaukee & St. Paul Railroad; bad condition of sidewalks leading to station. Taken up with the Company, resulting in same being placed in proper condition.

D. R. Didrickson, Bricelyn, on Chicago & Northwestern Railway; complaint of unfinished ditch across railroad right of way. Satisfactorily settled.

Citizens of Iona on Chicago, Milwaukee & St. Paul Railway; petition for restoration of telegraph service at said station. The Commission advised its lack of jurisdiction in this case.

Application by Soo Railway Company for permission to operate its new Duluth line between Brooten and Onamia. Reported in detail, page 172.

Application by Northern Pacific Railway Co. for permission to operate its new line between Lake Park and Muskoda. Reported in detail, page 173.

Inspection of Minneapolis & St. Paul Suburban Railway from Excelsior to Tonka Bay. Reported in detail, page 172.

FORMAL CASES.

DEPOTS AND DEPOT SERVICE.

Halma Depot Service.—On the 18th of January, 1908, the Commission received a complaint and petition from numerous citizens of Halma, a station on the "Soo" Railway in Kittson County, in which it was alleged that the Railway Company had about two weeks previously discontinued all station facilities and service by withdrawing the agent, all of which was seriously detrimental to the interests of the town and surrounding country; that in their judgment such action was arbitrary, unjust and unwarranted, wherefore an investigation by the Commission was requested to the end that the former facilities might be restored without delay.

A hearing was ordered for Friday, January 24th, 1908, at Halma, all parties interested being notified.

The facts elicited at the hearing show that Halma is a village of about 100 population with the country tributary thereto fairly well settled. The total amount of revenue derived by the company from all sources at this station for the preceding twelve months was \$4,376.00; that the depot was at all times being kept closed, thus depriving patrons of any use thereof whatever; that while the revenue from the passenger business of the station was moderate, it was derived largely from local business involving the accommodation of numerous passengers.

After receiving the evidence, the hearing was closed. The Commission on February 18th, 1908, after carefully reviewing the facts, made its findings and order as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the station service at Halma, on the line of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company in Kittson county, Minnesota.

This matter came before the Commission at Halma on Friday, January 24, 1908.

It appeared from the testimony that Halma has a population of about one hundred; also two general stores, a livery stable and one small hotel. Considerable of the territory near this station is sparsely settled on account of its being too wet.

The company shows that the volume of business done between January 1 and November 1, 1907 amounted to \$3,171.00. This covering only ten months, by adding one-fifth that amount it would make the business for the entire year \$3,805.00. These figures show that the passenger business one way only, is \$476.00 for the ten months or \$571.00 for the twelve months, but this should be doubled, which would show the entire business of the station to be \$4,376.00 for the year. The testimony disclosed that most of the passenger earnings were from short trips, indicating quite a number of passengers.

The only passenger service is one train each way daily. The train going North arrives at 4:07 a. m. and the one going South arrives at 8:55 p. m. The station is at all times kept closed and locked. No accommodations are offered for the protection of passengers. Passengers leaving the station are not allowed to have their trunks placed on the train, but must ship them by freight on the local freight train. The freight room is not open and no freight is placed in the same, neither is there any box in which to place shipping directions or orders for cars. The only way to make a shipment is to await the uncertain arrival of the local freight trains, and often train men are very unaccommodating.

The passenger trains do not stop so as to allow passengers to get off or on the platform. It was shown that often prepaid freight was carried by the station and that many times in unloading, instead of placing it on the platform or in the freight room it would be thrown alongside the track in the ditch.

It is therefore ordered, that at the station of Halma, on the line of the Minneapolis, St. Paul & Sault Ste. Marie Railway, in Kittson county, Minnesota, the said Railway Company shall provide:

1. Freight room with lock and duplicate keys.
2. A key to be placed with some local party so that all shippers or receivers of freight may have access to the freight room, or provide that a custodian receive or deliver freight.
3. That all train crews be furnished with a key.
4. That a box be provided outside of freight room in which parties may place orders for cars, give notice of freight placed in freight room for shipment.
5. That local freight trains shall stop at station and crews shall place all freight for delivery inside of freight room, also pick up all orders in box and take all freight from freight room intended for shipment.
6. That a custodian be appointed who shall keep passenger room clean warmed and open at least one-half hour before and after departure of all passenger trains due to stop at the station.
7. That passenger trains shall stop at the platform so that passengers can get on or off from same.
8. That the custodian shall attend to the checking of baggage.

By the Commission,

(Seal.)

St. Paul, Minnesota, February 18, 1908.

A. C. CLAUSEN,
Secretary.

Burr Depot Service.—A petition was filed by Alfred Froberg and several other citizens of Burr, on the Chicago & Northwestern Railway setting forth that the station agent in charge was not able to be present at all business hours of the day owing to the fact that part of his time was devoted to outside business and that the volume of business transacted at said station would justify the em-

ployment by the company of a regular agent at all hours during the business part of each day, for the accommodation of its patrons. The petitioners asked the assistance of the Commission in securing this improvement in the service. They also requested that the station building be enlarged so as to furnish better facilities for the receipt and storage of freight.

The Commission gave notice of a hearing to take place at Burr on the 18th of February, 1908, which came on at the time appointed. All members of the Commission were present and the Company was represented by Henry K. May, its local agent. A number of witnesses were present both for the petitioners and the Company. After the evidence had been taken and the station and its surroundings had been looked over, the hearing was closed and the matter taken under advisement.

On the 16th day of March, 1908, the Commission after due consideration found as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of petition for improved depot service at Burr on the line of the Chicago & Northwestern Railway Company.

The above case was heard by the Commission, all members being present, at Burr on February, 18, 1908.

The Company was represented by Henry K. May, local agent, and the following persons testified: Alfred Froberg, H. L. Mummey, M. A. Mortinson, A. R. Butka, Henry Johnson, Henry K. May and Milo Olson.

In the above case the petitioners ask for an agent who will attend to business at all hours, and who shall not be interested in the grain business at said station, also a warehouse for freight.

Based upon the testimony, the Commission find the following facts:

The business for the year ending November 30, 1907 amounted in the aggregate to Twenty-one Thousand Eight Hundred Thirty-six (\$21,836.00) Dollars; that Henry K. May who acts as local agent operates an elevator company called May's Elevator Company; that he employs an agent to look after the elevator while he devotes his entire time to serving the railway company in the capacity of agent; that the testimony also shows he is entirely impartial and renders to the public without discrimination reasonably good service. In the opinion of the Commission there is no cause for complaint along this line.

We find that the present facilities for the housing of freight consists of an old box car which is in poor condition and does not provide sufficient or reasonable protection for the care of freight.

The Commission also finds that the seating accommodations in the passenger station are not what they should be and that the agent fails to keep the station in a cleanly condition.

It is therefore ordered, that the Chicago & Northwestern Railway Company within ninety (90) days from the date of this order build a freight room in connection with the present depot which shall be large enough to provide all the room needed for the care and protection of the freight

handled at that station; that a reasonable number of modern seats be provided in the passenger waiting room and that the agent be directed to keep the station clean and properly lighted and heated.

By the Commission,

(Seal.)

St. Paul, Minnesota, March 16, 1908.

A. C. CLAUSEN,
Secretary.

Cedar Depot.—September 3rd, 1907, the Commission received a petition from residents at and in the neighborhood of Cedar, a station on the line of the Great Northern Railway in Anoka County, setting forth that there was no station building at the point mentioned and advancing certain reasons and arguments to indicate the necessity for one. The petition was quite numerously signed, and on its receipt a copy was forwarded to the Railway Company for its consideration and reply. The petition also embodied a request that certain trains morning and evening be required to stop at said station on flag to take on passengers and perishable express matter.

A committee of citizens of Cedar met the Commission in conference by appointment on Tuesday, January 21st, 1908, accompanied by their Attorney G. H. Wyman, Esq. of Anoka, when the questions at issue were gone over in detail. It was deemed necessary by the Commission that another hearing should be had which was assigned for Wednesday, February 5th, 1908, at 10:30 o'clock in the forenoon at Cedar. Representatives of the Company were present and considerable testimony was taken.

As a result of the meeting, the Company gave assurance that a small depot would be erected and a suitable stockyard, also that a custodian would be placed in charge of the station business. A satisfactory improvement in the train service was made by the Company.

Constance Depot.—A petition was filed by citizens of Constance and vicinity on June 22nd, 1907, asking for an order requiring the Great Northern Railway Company to locate a station service at the point mentioned. The matter having been brought to the attention of the Company to ascertain their attitude on the question, elicited an unfavorable reply on the ground that Constance, the proposed station, is but 2.16 miles from Andover and 3.77 miles from Cedar; that at Andover there was now an industry track and passing track and additional station facilities in contem-

plation, while at Cedar there was a passing track and spur track with temporary station facilities which the Company regarded as adequate for all purposes of the residents at and between the points mentioned, and that it would, in their opinion, be neither advisable nor necessary to establish another station in the intervening territory in view of the additional fact that there is a good road between these stations.

The original petition was supplemented by several additional ones, some in support and others in opposition to the proposed station at Constance. A hearing and several conferences took place, the case being finally disposed of on the 29th day of July, 1908, by the following order of the Commission:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the application of citizens in and near a place known as Constance, in Anoka county, Minnesota, for an order requiring the Great Northern Railway Company to erect and maintain a sidetrack and establish a station.

This matter came before the Commission and was heard at Constance some time since. The Commission find that Constance is a point along the line of the Great Northern Railway about halfway between the stations of Andover and Cedar, and that the distance between those stations is about five miles. There is a church, a school house and a general store located at Constance, which does quite a large business for a country store, and there is no doubt but that it would be a convenience to the merchants, patrons of the store and to others to have a station located at that point. The Railroad Company in establishing their stations along this line of road put them as near as practical, about five miles apart, this they find necessary for proper operation of the railroad, and there is only about two miles and a half or three miles between the end of the sidetracks at Andover and the end of the sidetracks at Cedar.

Andover is a station where the engines take water, and the company have erected a water tank which, together with the sidetrack would be expensive to move.

The Commission find that five or six miles apart through a country of the character through which this line runs, is a reasonable distance for stations, and that it would at this time be unreasonable to require the company to maintain a station or sidetrack between Andover and Cedar.

It is therefore, ordered, that the petition in this case be and the same is hereby dismissed.

By the Commission,

(Seal.)

St. Paul, Minnesota, July 29, 1908.

A. C. CLAUSEN,
Secretary.

Holman Depot.—A petition was filed on June 27th, 1908, from citizens and residents at and in the neighborhood of Holman, in Itasca County, asking for an order requiring the Duluth, Missabe

and Northern Railway Company to construct a station building and furnish such additional facilities in the way of train service, etc., as might be deemed proper and necessary by the Commission.

A copy of the petition was sent to the Company with the request that it have early consideration.

In its reply the Company refuted the claim of the petition that a necessity existed for such station as the population consisted of only about fifty persons, the business comprised seven saloons, one restaurant, two hotels, a shoe shop and one small general store; there are but four residence buildings; that the cost of maintaining a station at Holman would be about \$100.00 per annum and from the records of the Company the freight consigned to the inhabitants of Holman would not begin to pay the expense, the total revenue for nine months being but \$201.68; that the conditions referred to do not justify the installment of a station for the separate use of the citizens of Holman, especially as this village is situated about half a mile from Taconite, a much larger place, where a station fully equipped to handle the business of both places, is located.

The Commission concluded that a hearing would be necessary and gave notice that it would take place on Tuesday, Sept. 29, 1908, at 8 o'clock in the forenoon, pursuant to which the matter came on before Commissioner Mills at the time and place appointed.

A number of the petitioners were present and offered testimony to indicate the necessity for the facilities asked for and the Railway Company filed statements to demonstrate the small amount of revenue derived from the business. After the testimony had all been taken, the hearing was closed and the matter taken under advisement.

On the 6th day of November, 1908, the Commission after reviewing all the evidence and facts submitted, made its findings and order as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the citizens of the Village of Holman, Itasca county, for an order requiring the Duluth, Missabe & Northern Railway Company to provide and maintain at said village a depot with suitable waiting rooms and facilities for storage of freight, as prescribed by Section 2028 of the Revised Laws of the State of Minnesota for the year 1905.

ORDER.

This matter came on for hearing before the Commission on the 29th day of September, A. D., 1908. Present: Commissioners Young and Mills. Frank F. Price appeared as attorney for the petitioners and Mr. W. A. McGonagle, 1st Vice President of the Duluth, Missabe & Northern Railway Company appeared for the company.

The evidence shows that the Village of Holman became a corporation, under the laws of the state of Minnesota, on the 20th day of February, A. D., 1908; that it is situated on the line of the respondent's railway in the county of Itasca, and is about a half a mile distant from the town of Taconite, which is a station on the respondent's line of road. Taconite is not an incorporated village, but it contains a larger population than Holman and is the place selected by the respondent to serve the community adjacent, including the village of Holman, that the population of Taconite is considerably larger than that of Holman, and if there is to be but one station for the accommodation of that community, Taconite will be more convenient to the greater number of people; that Holman contains about fifteen business houses, one of which is a general store, and the others are principally boarding houses, hotels and saloons. At some seasons there are a large number of people that stay at Holman who are engaged in mining or stripping the mines. The testimony shows that at one time there were five or six hundred people, principally of this class, there.

The Commission has repeatedly held that in building its road, the Railway Company has the right in the first instance to select the site of its station, and so long as the station selected reasonably accommodates the public, the Commission will not interfere with such selection. The public is entitled to reasonable accommodations and no more.

The proper place for a depot in Holman, if one should be ordered, would be just two thousand feet from the respondent's depot in Taconite. This is by the usual road, which is a very good one for a country road, and the distance might be shortened some if a street were run direct from the depot site in Holman to that in Taconite. The petitioners invoke the provisions of Section 2028 of the Revised Laws of 1905, which provides that every such railway company shall provide and maintain at all villages and cities, suitable waiting rooms for passengers, and rooms for storage of freight, but the depot at Taconite was established before the incorporation of Holman, and provides suitable facilities for the handling of passengers and freight. It is doubtful if the Legislature intended that where sufficient accommodations, like the facts here disclosed had been provided, there should be another depot in an incorporated village like Holman. All governmental regulations must be reasonable and a general statute like the one in question must apply to cases where it is reasonable to require the company to furnish such facilities. Otherwise it would be void.

State ex rel. Railroad & Warehouse Commission, vs.

Minneapolis & St. Louis R. R. Co., 76 Minn. 469.

Same vs. Same, 87 Minn. 195.

The petitioners suggest that if full station facilities cannot be given, that trains should be required to stop at Holman for the purpose of receiving and discharging passengers, and receiving carload freight or loading it out. The company has furnished a statement, taken from their books, of freight consigned to and by residents of Holman, which shows that from January 1, 1908 to September 30, 1908, the receipts from freight amounted to \$201.68. It is not a hardship to ask passengers to walk 2,000 feet to take the trains. People in much larger communities frequently have to do this. There are children in Holman that wish to go to school in Taconite, and it was suggested that the trains might stop to accommodate them. The

Commission does not feel that they could require the company to do a street car business, and country children frequently go a great deal farther than this to attend school.

It is therefore ordered, that the prayer of the petitioner be denied and that the petition be and hereby is dismissed.

By the Commission,

(Seal.)

St. Paul, Minnesota, November 6, 1908

A. C. CLAUSEN,

Secretary.

Lax Lake Depot.—September 25th, 1908, a petition was received from residents at and in the vicinity of Lax Lake in Itasca County, on the line of the Duluth & Northern Minnesota Railway, asking for the establishment of a station and station building at said point. A hearing was appointed for Thursday, November 12, 1908, at noon, which came on pursuant to notice before Commissioner Ira B. Mills, at Lax Lake.

The petitioners were represented by Mr. John Wax Lax, and the Railway Company by Mr. C. Reynolds and Mr. John Whyte. Testimony bearing on both sides was offered by the witnesses present after which the hearing was closed.

The decision of the Commission was rendered on November 14, 1908, in the following order:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of John Wax Lax and others, for the establishment of a station and the erection of a station building upon the line of the Duluth & Northern Minnesota Railway Company, near Lax Lake.

ORDER.

This matter came on for hearing, before Commissioner Mills, on the 12th day of November, A. D. 1908, at Camp No. 3, along the line of said Railway Company.

The petitioners appeared by Mr. John Wax Lax, and the respondent appeared by Mr. C. Reynolds and Mr. John Whyte. After an examination of the witnesses, it is found:

That there is now at Camp No. 3, near Lax Lake, a large building, used as a store or office for the company; that all passenger and freight trains of said company stop at this building, and that passengers wishing to take the train can wait in this room, either before the arrival of the train or after, for such length of time as is necessary; that the railway company stops its trains at any place, on its line where passengers wish to take it, upon signal; that there are very few passengers outside of the men employed by the Alger-Smith Company, which company practically owns and operates the railroad.

There are a few settlers at Beaver Bay, on Lake Superior, that furnish some patronage for the railway company during the portion of the year

that the lake is closed, their business being done over the lake while it is open. The business tributary to this point, both freight and passenger, would not exceed \$100 a year, outside of the supplies brought in for the Alger-Smith Company.

The complainant, Mr. John Wax Lax, was the only party present that urged the necessity of a depot, while other settlers that were there were of the opinion that the accommodations furnished by the Railway Company were sufficient.

The Commission finds that for the present, ample facilities are being provided for taking care of all the business offered along this line at this point, and that is sufficient to dispose of the present complaint.

The prayer of the petitioners is, therefore, denied, and the petition dismissed.

By the Commission,

(Seal.)

A. C. CLAUSEN,
Secretary.

Dated at St. Paul, Minn. this 14th day of November, A. D. 1908.

Robbinsdale Depot Service.—This matter, came before the Commission in July, 1908, through letters of complaint filed by merchants of Robbinsdale on the Great Northern Railway, in Hennepin County, showing the existence of burdensome conditions by reason of alleged failure on the part of the Company to maintain a suitable passenger and freight train service and a regular station service at said village. The matter was laid before the Company for its consideration, with a view to securing an improvement in the service mentioned, but it was subsequently found necessary to have a public hearing which came on at the office of the Commission on August 8th, 1908, at one o'clock P. M. The following business men, patrons of said railway and residents of Robbinsdale appeared on behalf of the complainants: A. B. Robbins, George F. Nash, J. A. Roth and George E. Swift, who submitted testimony in support of their petition for better service.

The Great Northern Railway Company appeared by James Robinson, Division Freight Agent and F. Bell, Superintendent of Fergus Falls Division. After the taking of testimony the hearing was closed and the matter taken under advisement.

On the 27th day of November, 1908, the Commission rendered its conclusions in the following findings and order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the patrons of the Great Northern Railway Company, for the installation and maintenance of a depot agent at the station of Robbinsdale, in the County of Hennepin and State of Minnesota.

The above entitled matter came on for hearing before the Railroad and Warehouse Commission, on the 8th day of August, A. D. 1908. After having heard the parties to said matter, the Commission finds:

1. That the Great Northern Railway Company is a corporation duly organized and incorporated under and by virtue of the laws of the State of Minnesota, and is operating a railroad from the City of Minneapolis, through the said Village of Robbinsdale, to the Northwestern part of the state of Minnesota.

2. That the Village of Robbinsdale is a duly incorporated village of not less than five hundred inhabitants, and is a railway station located about five miles from the City of Minneapolis, on the line of said Railway Company.

3. That at said station of Robbinsdale, the Great Northern Railway Company maintains a railroad station and depot, whereat, in the usual manner, freight is received and delivered, and at and in which incoming and outgoing passengers over said railroad are received and accommodated.

4. That at the present time, the said Railway Company keeps and maintains no agent at said station, excepting at the time of the arrival of passenger trains scheduled to stop thereat.

That in the opinion of this Commission, the business transacted at said station of Robbinsdale, by said Railway Company, and the conditions existing thereat are such that a regular station agent should be kept and maintained at said station, and that such station should be kept open for the transaction of business during the usual business hours of each day.

Therefore it is ordered, that the Great Northern Railway Company shall, within thirty days from the service of this notice, and until the further order of this Commission, keep and maintain at said station, a regular station agent who shall keep the depot thereat open for the transaction of business at the usual business hours.

By the Commission,

(Seal.)

A. C. CLAUSEN,

St. Paul, Minnesota, November 27, 1908.

Secretary.

PLATFORMS.

Alberta Platform.—April 25th, 1908, a petition was filed by O. R. Eystad, Preston Fahnestock and others living at or in the vicinity of Alberta on the Brown's Valley branch of the Great Northern Railway, asking for aid in securing a loading platform also an extension of the existing sidetrack.

Notice was given the parties that a hearing would take place on Thursday, July 30, 1908, at nine o'clock in the forenoon at the station of Alberta, pursuant to which Commissioner Young was at hand at the time and place appointed, but none of the petitioners appeared. A report of the findings and recommendations of Commissioner Young in connection with this case are hereto appended:

In the matter of the petition of O. R. Eystad and other patrons of the Great Northern Railway Company, residing in the vicinity of Alberta in Stevens county, soliciting the aid of the Commission in securing an extension of the present sidetrack and the construction of a loading platform at Alberta.

I have to report that I visited said station on Thursday, July 30, 1908 pursuant to notice sent to petitioners July 24 preceding. None of the petitioners appeared during my stay which was between three and four hours.

Had a talk with Mr. Larson, a storekeeper, Mr. Patrick Foley, Saloon-keeper and a Mr. Foster, a well known farmer and two or three others whose names I do not recall. None of them, however, were signers of the petition nor appeared to recognize any necessity for the proposed improvements nor seemed to take any special interest in the matter. I offered to receive the testimony of anyone who favored the improvements but it was declined.

The Railroad Company contends that there is no special need for the improvements mentioned, the only parties particularly interested being a man named Fahnstock of Grettinger, Iowa and another named J. A. Spies, each being owner of about 1,000 acres near Alberta. These parties do not patronize the elevators but load direct to cars. All others seem to do business at the local elevators. The company estimates the cost of the improvements at \$900.00.

In view of the lack of interest manifested by the petitioners, I do not feel justified in recommending that the company be required to undergo the expense involved.

W. E. YOUNG,
Commissioner.

Westport Loading Platform.—This was a petition from a number of citizens and resident farmers at and in the vicinity of Westport, Pope County, on the line of the Northern Pacific Railway, requesting an order from the Commission requiring the Company to construct a loading platform at said station to enable said petitioners to conveniently load their grain, potatoes and other products from wagons to cars.

The matter was laid before the Company for their consideration and brought the reply that the amount of grain and produce ordinarily loaded on track at said station is not sufficient to justify the expenditure involved.

The Commission appointed September 10th, 1908, for a hearing which came on at Westport pursuant to notice. Commissioner Young was present and heard the testimony submitted in support of the petition. No appearance was made by the Company at the time, but later the Company filed some statistics and presented arguments in opposition to the proposed platform.

The matter was taken under advisement and resulted in the following findings and order:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the residents of and surrounding the station of Westport, Pope county, Minnesota, for the construction of a loading platform on the sidetrack of the Northern Pacific Railway Company, at said station.

ORDER.

This matter came on for hearing on the 10th day of September, A. D. 1908.

After hearing the evidence, and after due consideration, the Commission finds that the Northern Pacific Railway Company is a corporation, duly organized and incorporated under and by virtue of the laws of the State of Wisconsin, and is operating a railroad through the county of Pope, in the State of Minnesota, and that on the line of said railway in said county is a station known as Westport; and that at said station there is no platform for loading grain, potatoes or other heavy freight commodities into or out of the cars of said company; that the country adjacent and tributary to said station of Westport is well adapted to the raising of grain, potatoes, live stock and for general agricultural purposes, and that there is a large quantity of grain, potatoes and live stock and other commodities raised every year in the vicinity of said station which would be shipped therefrom if proper facilities were provided for loading the same: that it is reasonably necessary for the accommodation of shippers of grain, potatoes, stock and other farm products, that a loading platform should be erected and maintained by said company at said station, for the purpose of loading grain, potatoes and other farm products, from and to wagons of farmers and other shippers of said products, into and out of the cars of said railway company, and for the unloading of machinery and other heavy freight therefrom.

That a proper place for said platform now exists on the sidetrack of said company now located at said station.

It is therefore ordered, that not later than June 1, 1909, the Northern Pacific Railway Company, shall erect and maintain on its sidetrack at said station of Westport, a platform for the loading from wagons into freight cars of grain, potatoes and other farm products and for the unloading of heavy freight commodities from said cars; that said platform be constructed according to the following specifications, viz: a driveway to be twelve feet wide and twenty-five feet in length, to be built at a height of four feet above the top of the rails of the railway track at the place of building said platform, with a retaining wall and structure thereunder and there-around sufficient to support wagons heavily loaded with freight.

By the Commission,

(Seal.)

A. C. CLAUSEN,

St. Paul, Minnesota, November A. D., 1908.

Secretary.

SIDETRACKS.

Alberta Sidetrack.—April 25th, 1908, a petition was received which was signed by O. R. Eystad, P. Fahnestock and others, resident at or near Alberta on the Great Northern Railway, in which it was alleged that the business requirements of the town and vicinity made an extension of the existing sidetrack facilities seem necessary. A report of the disposition of this case will be found on page 214 in connection with report on the Alberta "platform" case.

Rochester Sidetrack.—November 27th, 1907, a petition was filed by the John A. Cole Milling Company for an order requiring the Chicago Great Western Railway Company to erect a side-

track to the mill of said petitioner at Rochester, Minnesota. A copy of said petition was transmitted to the Company with an order requiring it to satisfy same or file answer thereto within twenty days. The Company having failed to satisfy the petition, a hearing was ordered to take place at the office of the Commission at St. Paul, Minnesota, on Thursday, January 30, 1908, at two o'clock P. M. which came on pursuant to notice.

All members of the Commission were in attendance; the petitioner was represented by W. H. Knapp, its Treasurer and Manager; the Chicago Great Western Railway Company by A. G. Briggs, Esq. as counsel; W. H. Chadbourn, Chief Engineer and O. E. Lunblad, Division Engineer, appeared as witnesses for the Railway Company. Evidence was submitted and the matter taken under advisement by the Commission.

On March 31st, 1908, the Commission made its findings and order as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the John A. Cole Milling Company of Rochester, Minnesota, for the erection of a sidetrack by the Chicago Great Western Railway Company to the mill of said Milling Company located in said City of Rochester.

This matter came before the Commission for hearing on January 30, 1908, at the office of the Commission in the Capitol, St. Paul, Minnesota. After hearing the evidence, the Commission find:

The Chicago Great Western Railway Company, hereafter called the Railway Company, is a corporation organized under the laws of the States of Illinois and Iowa and is operating a railroad in Olmsted county, Minnesota, and into the City of Rochester, which road connects with its main line for Chicago, St. Paul, Minneapolis, Kansas City and other points east and west.

The John A. Cole Milling Company, hereafter called the Milling Company is a corporation organized under the laws of Minnesota and is now and for a long time has been operating a mill at Rochester, a city in the State of Minnesota and a regular station on the line of said railway. That said mill is situate on land owned by said Milling Company adjacent to the right of way of said railway company and is of more than five thousand (5,000) bushels capacity, and is doing a general milling business, shipping wheat into said mill for the purpose of grinding and shipping the product of said mill to various places on the line of the railway company and its connections.

That during the year 1907 the Milling Company received over the line of said railway company sixty-three cars and shipped thirty-six cars out, with a total revenue to the Railway Company from said cars of Four Thousand One Hundred Fifty-five and Fifty-nine (\$4,155.59) Dollars.

That it is necessary and proper that the Railway Company construct the sidetrack and trestle hereinafter described to said mill for the purpose of furnishing said Milling Company facilities for receiving grain and shipping its products.

That of said track, the greater portion thereof will be built upon a trestle.

That the entire expense of constructing said track will be about one thousand eight hundred and sixty-seven (\$1,867.00) dollars, and of that portion such as is trestle one thousand two hundred and eighty-four (\$1,284.00) dollars. That said trestle portion and all ties in connection with said side-track and trestle will have to be renewed about every ten years.

That written demand for the construction of said side track and trestle has been heretofore duly made upon said railway company by said milling company, but said milling company and said railway company are unable to agree upon the terms on which said side track shall be built and operated.

That reasonable terms should be imposed as a condition for the construction of said side track, and that the following terms and conditions are reasonable:

That upon the erection and completion of said side track and trestle and the passage of the first car thereon thereafter, to be loaded by said milling company there should become due and payable and said milling company should pay the railway company therefor the sum of one thousand two hundred (\$1,200) Dollars. That prior thereto and during the construction thereof, said milling company should furnish the said railway company and its successors, free of cost, any additional right of way needed for the construction of said side track and trestle. That of said sum of one thousand two hundred (\$1,200) dollars, seven hundred (\$700) dollars thereof should be refunded by said railway company or its successors as follows: That on the first Monday of January in each year, commencing on Monday the 4th day of January, 1909, there should become due and payable to the said milling company, and said railway company should pay to said milling company, a sum equal to five (5) per cent of the amount of incoming and outgoing freight shipped over said railway company's railroad, until the whole sum of seven hundred (\$700) dollars is repaid. Or, at the election of said milling company, in lieu of the payment of the sum of twelve hundred (\$1,200) dollars as hereinbefore provided, said milling company upon the completion of said trestle and side track and passage of said car thereon as hereinbefore set forth, should pay the said railway company the sum of five hundred (\$500) dollars, and in addition execute and deliver to said railway company as obligee, a bond with sureties satisfactory to said company, or this Commission, conditioned in case said Milling Company shall fail, or discontinue to operate said mill; or fail to furnish freight to said Company, in any one year, the freight charges on which accruing to said Railway Company during said year do not amount to the sum of Five Hundred (\$500) Dollars, that then said Milling Company will pay to said Railway Company the sum of Seven Hundred (\$700) Dollars less five (5) per cent of the total freight charges paid by said Milling Company to said Railway Company from the date of the completion of said track to the time when said last named sum is so paid.

On the 18th day of January, 1908, the United States Circuit Court for the District of Minnesota duly appointed Alpheus B. Stickney and Charles F. Smith receivers of the Railway Company and all its property, and said Railway Company and its property is now in the hands of such receivers.

IT IS THEREFORE ORDERED, that within Sixty (60) days after the service upon the Railway Company by the Milling Company of a written acceptance of the conditions herein stated that the Railway Company shall build, construct and operate a spur or side track in the City of Rochester, County of Olmsted, State of Minnesota; for the purpose of serving a mill, known as the "City Mill," which mill is situated partly, on what is known as mill reserve, of "Moe & Olds Addition" to said City of Rochester, and partly in east Third Street of said City. Said spur to be connected with the most westerly track of the Chicago, Great Western Railway Company, with a switch, in Block 20, of said Moe & Olds Addition. Said switch to be located in said most westerly track at a point; which point is One Hun-

dred Fifty-five (155) feet south from the south line of East Zumbro Street in said City of Rochester; thence extending from that point in a southerly direction parallel with the easterly line of the above described mill about Two Hundred Ninety-five (295) feet; and to be located close enough to the easterly side of said mill, to make the loading and unloading of cars convenient. Said side track to be located and constructed as shown in red on "Exhibit A" hereto attached and made a part of this order.

By the Commission,

(Seal.)

St. Paul, Minn., March 31, 1908.

A. C. CLAUSEN,
Secretary.

NOTICE OF APPEAL.

Notice of appeal from the order of the Commission was filed by the Chicago Great Western Railway Company on April 20th, 1908. Return was duly made to the District Court of Ramsey County where the case is now pending.

Sidetrack Between Brooten and Meier's Grove.—A petition was received by the Commission early in January, 1908, from residents located in the territory between Brooten and Meier's Grove stations on the new Duluth line of Minneapolis, St. Paul and Sault Ste. Marie Railway for aid in securing the location of a sidetrack at a point about midway between the stations mentioned, with a view of having such location established for a permanent station eventually. A copy of the petition was sent to the Railway Company, but did not meet with its approval on the ground that the proposed location is not a desirable one when taking the territory as a whole, the roads, grades and other features into consideration. The Company further advised that it had decided upon a location, which it would in due time announce, which would fully accommodate all interests concerned.

The site finally determined upon by the Company is located about five miles from Meier's Grove and eleven miles from Brooten.

The petitioners were advised by the Commission of its lack of authority to interfere in the Company's decision or to require a Railway Company engaged in the construction of new lines to make special locations for stations. The location decided upon by the Company, however, appealed to the Commission as advantageous to the petitioners as it insures another station between Brooten and the proposed new town as soon as the intervening territory grows in population sufficiently to justify an order for its establishment.

Barnesville Sidetrack.—A communication was received August 12th, 1908, from the Farmers' Elevator Company of Barnesville, calling the attention of the Commission to the fact that a grain elevator of 30,000 bushels capacity was in process of construction by the Company on land adjacent to the right of way of the Great Northern Railway Company at said station. Application was therefore made to the Commission under the provisions of Sections 1983 and 2006, Revised Laws of 1905, to fix the terms under which the Railway Company shall construct, maintain and operate a sidetrack connecting said elevator with the tracks of said railway.

Investigation developed that the elevator in question was located on the land referred to, but at a distance of over one hundred feet from the railroad right of way, involving the construction of considerable trackage, also that its location was such that it seemed doubtful if a sidetrack would be feasible from an operating standpoint as a short, sharp curve could not be avoided.

The whole matter having been considered by the Railway Company, finally resulted in its proposition to undertake the construction of the track to the line of its right of way, the petitioners to finish the work on their own land. These conditions having been accepted by the petitioners, the Railway Company advised the proposed track would make a very sharp curve which was objectionable, but that the work would be commenced as soon as material could be placed upon the ground.

Sidetrack at Barnum.—This matter came before the Commission in April, 1908, by formal petition from the Pillatzke Bros. Brick Company of Barnum, on the Northern Pacific Railway, in which it was represented that the petitioners were about to build and equip a brick-making plant, having purchased a track of ground near said station and adjacent to the right of way of the Company where it is proposed to install the machinery and engage in the manufacture of brick; that the capacity of the plant would be approximately thirty thousand (30,000) bricks per day, and that it is necessary, in order that the business may be conducted without loss, to have a spur or siding constructed in to the plant and connect with the Company's tracks; said petitioners agreed to pay all costs of installing the sidetrack except the cost of the rails and the necessary fastenings for same.

A copy of the petition was sent to the Northern Pacific Railway Company for its consideration and answer. The Company's

attitude was adverse to the petitioners, the principal objection advanced being that it necessitated cutting the main track again, thus adding to the hazard of operating the Company's trains, a number of which, it was alleged, are important high speed trains that make no stop at said station.

The Commission thereupon gave notice of a hearing at Barnum on Tuesday, May 12th, 1908, at 10:30 A. M., which came on at the time appointed, when considerable evidence was taken and statements were field by the Company to indicate the cost of the material and labor involved in the project.

On the 10th day of June, 1908, the Commission reached the following decision in the case:

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.**

In the matter of the petition of Paul Pillatzke, John Pillatzke and Herman Pillatzke, co-partners as Pillatzke Bros. Brick Company for a spur track to their brick manufacturing plant near the station of Barnum on the line of the Northern Pacific Railway Company in Carlton County.

This matter came on for hearing before the Commission at Barnum on the 12th day of May, 1908. The petitioners appeared in person. The Northern Pacific Railway Company appeared by Emerson Hadley, Esq., its Attorney and D. C. Blanchard, its Division Superintendent. A number of witnesses were sworn.

The Commission find the following facts:

The Northern Pacific Railway Company, hereinafter called the Railway Company, is a corporation organized and incorporated under the laws of the State of Wisconsin, and is and for a long time has been operating a railroad between St. Paul, Ramsey County, Minnesota and Duluth, St. Louis county, Minnesota, and that said line of railroad is wholly within the State of Minnesota, and passes through the Village of Barnum in the County of Carlton.

The petitioners are the owners of a clay bank, which is well adapted to the manufacture of brick. The petitioners propose to engage in the manufacture of brick and to that end have erected a brick kiln of a daily capacity of 30,000 brick adjacent to the right of way of said Railway Company's line of road in the Village of Barnum.

There is a good market in Duluth and Superior for all brick the petitioners can make at said kiln. It is necessary in order to successfully operate said brick kiln that it should have a spur track from the main or side track of the Railway. The Railway Company concedes that the brick kiln should be furnished with a spur track upon the condition that the petitioners should pay for the grading and ties, but claims that such track should be built from the end of the Railway Company's side track, a distance of about two thousand one hundred feet (2,100) with a total estimated cost of about Four Thousand (\$4,000) Dollars, of which the company would pay Nine Hundred eighty-six and 58-100 (\$986.58) Dollars and the petitioners Three Thousand and thirteen and 42-100 (\$3,013.42) Dollars. The petitioners claim that their kiln can be served by a much shorter track which they estimate would be only Four hundred (400) feet in length and could be constructed at a considerable less cost. The Commission find it will take Five hundred (500) feet of track.

The Company object to the shorter track for the reason that it will cut their main line outside of the yard limits and be another element of danger. It is true that every switch on the main line of a railroad adds to the danger of operation, just how much no one knows, but switches are necessary in the operation of railroads, and it is impossible for the Commission to lay down any fixed rule in regard to the putting in of switches where it involves the cutting of the main line of track. Each case will have to be governed by its own facts.

The petitioners are able and willing to pay for the grading of the shorter track, while it they are required to pay for the longer one it will be such a burden that it will seriously embarrass, if not totally defeat the enterprise.

If the petitioners do business at all, it must be at the place where they have erected their kiln for it is impractical to carry the clay further before making the brick.

Taking all the facts and circumstances surrounding this case, the Commission find that it is reasonable that the Railway Company build the shorter track.

IT IS THEREFORE ORDERED that the Railway Company construct and operate a spur or side track at the Village of Barnum, in the County of Carlton and State of Minnesota, for the purpose of serving the brick-yard of the petitioners; location of said track is further described as follows:

Said track to be located on the right-of-way of the Northern Pacific Railway Company, in the southwest quarter of Section 36, Township 47 North, Range 19 West; said track to be located and constructed 45 feet easterly from and parallel with the main track of said Railway Company; and to be connected with the said main track of the Railway Company, with a switch, which point of switch is to be located in the said main track of Railway Company, at a point, which point is 150 feet northerly from the northerly end of what is known as bridge No. 112. Location of said point of switch might further be described as being at or near station 5966 plus 15. Said side track to be 500 feet in length over all, as shown on exhibit "A" hereto attached and made a part of this order.

This order is made on the express condition that the petitioners either do the necessary grading and furnish the necessary ties for said track or pay the Railway Company for the same, and in case the petitioners do not wish to do the work and furnish the ties themselves, they furnish the Railway Company with security satisfactory to it, or in case they cannot agree on the sufficiency of the security, such security as may be approved by the Commission, that the petitioners will pay said Railway Company for the grading and ties, all rails necessary to the construction of said track to be furnished by the Railway Company.

In case the petitioners elect to have the Railway Company do the grading and furnish the ties, they shall within ten (10) days after the date of this order notify the Railway Company in writing that they elect to have it do the work and furnish the ties.

The Railway Company shall complete said track within sixty (60) days after the furnishing of satisfactory security and the receipt of the notice herein provided.

By the Commission,

(Seal)

Dated, St. Paul, Minn., June 10, 1908.

A. C. CLAUSEN,
Secretary.

APPLICATIONS FOR "WYES."

Detroit Wye.—A petition for track connections and transfer facilities between the tracks of the Northern Pacific Railway Company and Minneapolis, St. Paul and Sault Ste. Marie Railway Company was presented to the Commission on the 19th day of September, 1907, signed by numerous manufacturers, and other business men of Detroit in Becker County, setting forth in detail the necessity for the facilities mentioned. Copies of the petition were served on the respective Companies, and an order requiring them to satisfy same or file answer thereto within twenty days. Answers were filed in due course adverse to the petitioners on the ground that the volume of business at Detroit and tributary thereto, was so limited in volume that the expense involved in the proposed construction would not be justified.

The Commission concluded that a hearing would be necessary, but before having announced the date for same, were advised by the Companies of their desire for additional time in which to make further investigation. After more extended inquiry and consideration, the Companies advised the Commission of its disposition to furnish the connecting tracks, but owing to the lateness of the season, it being mid-winter, they would agree to start the work as early as practicable in the spring and complete the same not later than the month of May, 1908.

This proposition was accepted and obviated the necessity for any further proceedings. Subsequently the agreement was fully carried out, the work being completed on May 23rd, 1908.

Norwood "Wye."—A petition was filed on the 9th day of March, 1908, by George McAllister and John S. Anderson of McLeod County, in behalf of themselves and other residents and business men of said County, setting forth the necessity for and soliciting aid in securing facilities by track connections between the Chicago, Milwaukee & St. Paul Railway and the Minneapolis & St. Louis Railroad at the station of Norwood in Carver County, whereby they could effect the transfer of grain, lumber, coal; merchandise and all other commodities and manufactured products consumed or produced in the territory tributary to the said lines of railway.

A copy of the petition was duly served on the respondents and subsequently it was found necessary to have a hearing in the mat-

ter which was appointed to take place at Norwood on Tuesday, September 3, 1907. A number of petitioners were present and representatives of the Railway Companies. The proposed location was investigated by the Commission and considerable testimony taken bearing upon the question of necessity for the improvement. It was deemed advisable by the Commission to continue the hearing in order to secure further testimony and an adjournment was taken to a date to be fixed by the Commission of which all parties were to receive due notice.

No further progress has been made in this case, the petitioners having filed notice of their desire to have the matter held in abeyance until further notice on the ground that the circumstances were such that it was deemed best not to press further action at the present time.

Hopkins "Wye."—F. E. Kenaston, Andrew Justus, and numerous others representing the business interests at Hopkins in Hennepin County, filed a petition November 30, 1907, for an order requiring the Chicago, Milwaukee & St. Paul Railway Company to provide transfer facilities by track connections at said station of Hopkins between their respective railways for the transferring of any and all cars used in the regular business of their lines of road from the tracks of one of the said Companies to those of the other. It was set forth in the petition that it was necessary for the reasonable accommodation of shippers and other patrons of said lines of railway that ample facilities for such transfer should be provided at said crossing; that such track connections would greatly facilitate the transportation of grain, lumber, coal and other commodities and manufactured products.

The respondents were each served with a copy of the petition and filed answer in due time denying the essential allegations contained in the complaint.

The petitioners were advised that the Commission would arrange for a hearing at any time convenient for all parties, but were informed that overtures had been made by the Railway Companies looking to an amicable settlement of the case without necessitating further intervention by the Commission and the request was therefore made that further proceedings be discontinued pending the outcome of the present attempt at adjustment.

Faribault "Wye."—A complaint and petition signed by an important proportion of the manufacturers and business men of Faribault was received by the Commission on April 6, 1908, asking for an order which would secure the establishment of track connections between the tracks of the Chicago Great Western Railway and Chicago, Milwaukee & St. Paul Railway. Copies of the complaint were served upon the respective Railway Companies with an order requiring them to satisfy the petition or file answer thereto within twenty days.

A communication was thereupon received from Mr. J. H. Foster, Asst. Gen. Supt. of the C., M. & St. P. Ry., advising the Commission that the Chicago Great Western Railway Company had consented to join with his Company in furnishing the connection asked for by the petitioners, and that his company was agreeable to the proposition. Mr. Foster further stated that after a few preliminaries had been arranged between the companies, the connection would be installed without delay and the Commission was therefore requested to waive further proceedings. This understanding was confirmed later by the Chicago Great Western Railway Company which closed the case.

TRAIN SERVICE.

Duluth-Fond du Lac Train Service.—A complaint and petition was filed on the first of January, 1908, by numerous citizens residing along the line of the Northern Pacific Railway Company between Duluth and Fond du Lac in which it was alleged that said Company had in contemplation the discontinuance of the passenger train service on said line, which service consisted of one passenger train each way each day, which arrives at Duluth from Fond du Lac at 8:30 A. M. and leaves Duluth for Fond du Lac at 5:30 P. M.; that the proposed discontinuance of these trains, if it becomes a fact, would be a great injustice and work untold hardship on the people living along the said line. The petitioners therefore requested that an investigation and hearing be granted them before the Company be allowed to take the action contemplated.

Shortly after the filing of the foregoing petition an application was received from the Northern Pacific Railway Company for a hearing on the proposition to reduce the passenger service between Duluth and Fond du Lac herein referred to. The question was thereupon assigned for hearing on the 14th day of January, 1908,

at 2 o'clock P. M. at the Spalding House in the City of Duluth, notice being sent to all parties interested.

Pursuant to notice the hearing took place as appointed, all members of the Commission being present. The Northern Pacific Railway Company was represented by F. W. Gilbert, Genl. Supt. ; A. M. Cleland, G. P. Agent, and E. C. Blanchard, Div. Supt. A large number of citizens were present who reside along the Duluth-Fond du Lac line.

Much testimony was offered in opposition to the proposed change or modification of the existing time schedule. The Railroad representatives submitted a statement showing that the past year's business indicated a deficit of several thousand dollars. On the other hand, representatives of manufacturers and other business interests along the line submitted reports and figures to offset the Company's claims. The Commission took the matter under advisement and on January 15th, 1908, reported the following conclusions:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the application of the Northern Pacific Railway Company to reduce the passenger train service between Fond du Lac and Duluth. This matter came on for hearing before the Commission on the 14th day of January, 1908, at the Spalding Hotel in the City of Duluth.

After hearing the evidence, the Commission decided that it saw no reason for changing its ruling in its former order of January 17th, 1907.

IT IS THEREFORE ORDERED, that the application in this matter be and the same is hereby dismissed.

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated, St. Paul, Minn., January 15, 1908.

Train service on the Southern Minnesota Division of the Chicago, Milwaukee & St. Paul Railway.

Prior to December 5th, 1907, the Commission were advised through newspaper items from the cities along the line of the Southern Minnesota Division of the Chicago, Milwaukee & St. Paul Railway that the train service was totally inadequate to meet the demands of its patrons along the line from the Wisconsin state line to the South Dakota state line, and also complaining of the bad condition of the cars and depots.

The Commission at once proceeded to investigate by an inspection trip, with the result that on December 5th, 1907, a petition was filed by the citizens of Fairmont, Minn., making a the complaints in detail.

The complaint was referred to the officials of the Railroad Company in the hope that the grievances complained of would be quickly remedied, and on December 11th, 1907, a letter was addressed to Messrs. Dunn & Carlson of Albert Lea, suggesting that a formal complaint be drawn up covering all facts, which was done, and the Commission on January 20th, 1908, ordered a hearing to be held in the City Hall at Albert Lea, Minn., on January 31st, 1908, which order was also published in the newspapers in several of the larger cities located on the line of this Division, inviting all interested parties to be present.

On January 31st, 1908, pursuant to notice, the hearing took place, the Railroad Company being represented by several of its officers and counsel and the complainants being represented by about fifty residents of the cities along the line of said Division, a large part of whom appeared as witnesses. The proceedings were recorded by an Official Stenographer.

At said hearing petitions were also filed from the residents of the following towns:

Fulda,	Wells,	Pipestone,	Edgerton,
Chandler,	Okabena,	Hatfield,	Kinbrae,
Lakefield,	Fairmont,		

complaining of the train service, condition of depots, etc., and at the close of the hearing the matter was taken under advisement by the Commission.

A few days later the Commission instructed one of its special employes to go over the line in question and, after a few days of careful observation, report his findings.

After receipt of said findings and report, the Commission, on the 9th day of March, 1908, held a conference with the railroad officials and presented to them certain changes which in its opinion should be established on the line of said Division, and after mature consideration the Railroad Company's representatives agreed to all the changes suggested by the Commission which would satisfy the complainants without a formal order on its part. This involved an improvement in the running time of passenger trains, also ad-

ditional train service, and a change for the better in the condition of the station buildings and passenger coaches. The result proved a satisfactory solution of the complaint.

Rustad—Passenger Train Service.—A petition numerously signed by residents at and in the vicinity of the Village of Rustad on the Great Northern Railway, was received March 5, 1908, in which the good offices of the Commission were asked toward securing, if possible, the stopping of passenger trains Nos. 9 and 10 at said station for the accommodation of numerous citizens who find it necessary to travel North to Moorhead the County Seat, also to Fargo and return the same day, which is impracticable under existing train facilities.

The matter was referred to the Railway Company for consideration, which brought the reply that the total passenger earnings at Rustad for a period of twelve months aggregated but \$301.56, or an average of \$25.13 per month; that the trains in question are through trains and must make fast time in order to ensure connections with other trains at terminals and which would be difficult to accomplish if local stops were made in many cases.

In view of the inconvenience to the people at Rustad, who desired to reach Moorhead frequently, caused by the somewhat limited service prevailing, the Commission recommended to the Company that trains Nos. 9 and 10 be stopped as requested by petitioners until a re-adjustment of the schedules of other trains would obviate the necessity for its continuance. This recommendation was complied with by the Company.

Iona Train Service.—The Village authorities and business men of Iona on the Chicago, Milwaukee & St. Paul Railway, addressed a petition to the Commission in February, 1908, in which attention was called to the need of additional passenger and mail service at intermediate points between Sioux City and the Twin Cities, passing over the Southern Minnesota Division from Egan, S. D. The matter was brought to the attention of the Company which brought the assurance that such a service was in contemplation by the Company and the arrangements to that end would be effected within the near future. The complaint was satisfactorily disposed of by the extension of the passenger service West of Jackson through to Egan, which was inaugurated on April 5th, 1908.

Evansville—Tintah Train Service.—Business men and other patrons of the Great Northern Railway Company, residing along the Evansville-Tintah Line, entered complaint on April 7th, 1908, regarding the alleged unsatisfactory train service being furnished by the Company, said service consisting of but two trains each way weekly and setting forth that the amount of business, passenger and freight, which was secured daily would justify the Company in furnishing daily trains in each direction. The complaint involved the insufficiency, not only of passenger and freight service, but also Express and Mail Service.

The Commission gave notice that a hearing would take place at Evansville on Friday, May 1st, 1908, at 3:30 p. m., of which all persons interested were duly advised by written notice.

Pursuant thereto, the hearing came on as appointed. Various citizens appeared and testified on behalf of complainants. Division Supt. Mr. S. Ennes appeared for the Great Northern Railway Company. After hearing the evidence, the matter was taken under advisement by the Commission. On May 29th, 1908, the Commission issued its findings and decision as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the complaint of Gus Gilbertson and other citizens of Grant County, Minnesota, against the Great Northern Railway Company of the unreasonableness of the train service furnished by said Railway Company between Evansville and Tintah—all in the State of Minnesota.

This case came on for hearing before the Railroad and Warehouse Commission at Evansville, Minnesota, on the first day of May, 1908. The complainants appeared by Gus Gilbertson and other citizens and the defendant appeared by S. Ennes, Esq., its Division Superintendent.

After hearing the evidence and upon due consideration, the Commission finds:

That the defendant is a corporation organized and incorporated under the laws of the State of Minnesota, and is operating a railroad from St. Paul to Moorhead via Evansville known as the Fergus Falls line from St. Paul to Moorhead via Tintah, known as the Breckenridge Line, and said Railway Company is also operating a line of Railroad from Tintah to Evansville connecting the Breckenridge and Fergus Falls line. Between Evansville and Tintah there are four stations, viz: Hereford, Elbow Lake, Thorsberg and Erdahl. The only train service now provided by defendant on said line is a mixed passenger and freight train scheduled to leave Tintah at 12:01 noon, Mondays and Fridays, and arrive at Evansville at 2:00 P. M. the same day, and returning leave Evansville at 3:00 P. M., arriving at Tintah at 5:00 P. M. This train is seldom, if ever, on time and on some occasions the train is wholly abandoned and passengers left at depots without information as to whether the train will come or not, who sometimes remain to a late hour and finally seek shelter for the night at the nearest farm house and wait for the train to return on the following day. Shipments of freight are delayed to the great inconvenience of shippers and receivers.

The country tributary to this road is fertile and well adapted to the production of all kinds of farm produce raised in Minnesota. It produces a large quantity of Eggs and Cream which must, from all territory not tributary to Elbow Lake and tributary to stations on defendant's line of road, find its way to market through the facilities furnished by defendant. The prosperity and development of the country depends on a reasonable opportunity to market its products.

When the service was changed from daily to two trains a week, the express service on the line was taken off.

The Commission finds that the train service furnished is unreasonable and that patrons of said line and the public generally are entitled to at least one more train a week, and that these trains be operated practically on schedule time, allowing the Railway Company to elect upon what days the public will be best accommodated, which service the Commission has concluded to try for the present. The Commission is also of the opinion that it is the duty of the Railway Company to furnish an express service on this line to carry such package and other express freight usually carried by Express Companies. This duty may be delegated to an Express Company, and if this Company discharges the duty, the carrier is relieved, but where there is no such company or it is prevented from performing this service as in this case by the inadequate facilities furnished by the railway, it is the duty of the Railway Company to furnish some means by which the public can be accommodated.

IT IS THEREFORE ORDERED, that until the further order of the Commission the defendant operate each way between Tintah and Evansville, on three week days, each week, a mixed freight and passenger train, so scheduled as to be practically on time at each of its stations served by said train, and

IT IS FURTHER ORDERED, that on the days said train is run, said defendant make some reasonable provisions to take care of and transact the Express business that is offered at stations between Evansville and Tintah, as it is, usually conducted by Express Companies.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Dated, St. Paul, Minn., May 29th, 1908.

Secretary.

Wabasha—Faribault—Passenger Train Service.—The Chicago, Milwaukee & St. Paul Railway Company, in May, 1908, filed a formal petition with the Commission asking for authority to discontinue the operation of passenger trains Nos. 621 and 608, which had been placed in service under an order previously made by the Commission, said petition setting forth among other things, that its experience in operating said trains demonstrates that the patronage of said trains by the people served thereby, shows that no public necessity exists for their continuance and said trains are being operated at a great expense and loss; that the circumstances and conditions surrounding the operation of said trains are substantially and materially different from what they were when the order to put on said trains was issued by the Commission. The petition therefore asks for permission to discontinue the operating

of said trains Nos. 621 and 608 between Wabasha and Faribault upon such terms and conditions as the Commission may deem just and equitable to the petitioner and the public.

Subsequent to the filing of the petition, the Company advised that an effort was in progress to make some amicable adjustment with the people along the line and requested that the petition be not acted upon until further notice.

In the meantime written petitions and protests were received by the Commission from citizens and the public authorities of the towns and villages on the line against the proposed change in the service. Negotiations, however, were continued between the Company and its patrons with a view of arriving at a satisfactory arrangement. The controversy was brought to a head by a compromise arrangement between the parties, which was approved by the Commission as set forth in the following correspondence:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Legal Department,
Chicago, July 8, 1908.

Hon. C. F. Staples, Railroad and Warehouse Commissioner, St. Paul, Minn.

Dear Sir:—

The matter of train service on the Wabasha Division has been considered by the management of this Company, and it has been decided to give a very thorough trial of the plan for reducing the operating expenses on that line, which was suggested through your Commission by some of the citizens there.

It is proposed to change the freight service to every other day, arranging to route less carload business from the Twin Cities by way of Faribault and Wabasha respectively, on alternate days, so as to maintain daily merchandise service on the line. Outgoing freight can also be handled in either direction so that daily service will be maintained as to that. The only difficulty which arises in connection with the arrangement is the maintenance of the set-out refrigerator service, which is quite important to the dairy interests on the line. This can be maintained without any interference whatever, by hauling the refrigerator car simply from one station to the next on the rear of the passenger train. There is ample time to take this car up and set it out without making any appreciable delay to the passenger train, as only one movement each day is involved.

While this service would not effect anywhere near the amount of saving which, under present conditions the management feels ought to be accomplished on that division, it is hoped that the saving will be enough to warrant the abandonment of any effort to have the passenger trains taken off. The Company desires to give the people of this division ample and adequate service, but it is naturally desired to reduce the necessary loss upon that service to the lowest possible minimum.

It is believed that this arrangement will be satisfactory to the people, under the circumstances, and that it will meet the approval of your Commission.

Very Truly Yours,

WILLIAM ELLIS,
Commerce Counsel.

July 21st, 1908.

William Ellis, Esq., Commerce Counsel, C., M. & St. P. Ry. Co., Chicago, Ill.

Dear Sir:—

We have your valued favor of July 8th in which you indicate clearly the proposed change in service on the Wabasha-Faribault branch of the Milwaukee Railway Company.

We shall be interested in noting the results of this service, and hope that it may prove satisfactory, both to the company and the patrons along the line.

Very respectfully yours,

C. F. STAPLES,
Commissioner.

DANGEROUS CROSSINGS IN VILLAGES AND CITIES.

Village of Newport.—The Village Council of Newport, on November 2nd, 1907, filed complaint of the existence of two dangerous crossings in said village over which numerous trains of the Chicago, Milwaukee & St. Paul Railway and the Chicago, St. Paul, Minneapolis and Omaha daily passed—one of these crossings is designated as the Monroe crossing, and the other as the Hastings' crossings. An investigation and hearing took place at Newport on Monday, December 30th, 1907, which was attended by the Commission and representatives of the village and of the two Railway Companies. It developed subsequent to the hearing that the so-called Monroe crossing was not a legally laid out highway, and that proceedings by petition to the County Commissioners for the laying out and opening of said street across the right-of-way of the two railroads would be necessary in order to give the Village Council jurisdiction. It was agreed, however, between the Village Authorities and the Companies, that a flagman should be installed at the Monroe crossing, pending condemnation proceedings to make it a legally laid out and opened highway. It was further agreed that the Council and the Railway Companies would co-operate in a petition to the County Commissioners to secure the vacating of the Hastings' crossing. This arrangement was found acceptable to all parties interested and the matter was regarded as closed.

Faribault Crossings.—The Common Council of the City of Faribault presented a complaint on the 27th day of May, 1908, that a number of crossing were in existence in said City, which are dangerous to life and property; located, respectively, on the tracks of the Chicago, Minneapolis & St. Paul Railway; Chicago Great

Western Railway and Chicago, Rock Island & Pacific Railway. Attached to the complaint were copies of certain resolutions adopted at a meeting of the City Council on May 22nd, 1908, to-wit.

RESOLUTION NO. 257.

Resolution to compel The Chicago, Milwaukee and St. Paul Railway Company at Faribault, Minnesota, to establish and maintain gates, flagmen or other safety devices in the City of Faribault, at the following crossings, viz: Third Street and Fourth Street in said city.

THE COMMON COUNCIL OF THE CITY OF FARIBAULT
DO RESOLVE:

That the crossings of the Chicago, Milwaukee and St. Paul Railway Company over Third and Fourth Streets are dangerous to life and property by reason of incoming and outgoing trains at these two much-used crossings and where box cars standing on side tracks of said company obstruct the view of approaching trains, and for a second and further reason that the adjoining buildings adjacent to the tracks of said railway company situate north and south of said crossings above referred to are parallel with the tracks of said railway operating and running its numerous cars over said crossings which also obstruct the view of approaching trains and switch engines working in the yards in the daytime as well as in the night.

Passed May 22, 1908.

GEO. L. SMITH,
President Common Council.

Attest: D. F. Mackenzie, City Recorder.

Approved May 22, 1908.

GEO. L. SMITH, Mayor.

RESOLUTION NO. 258.

Resolution to compel the Chicago, Great Western Railway Company at Faribault, Minnesota, to establish and maintain gates, flagmen or other safety devices in Faribault at the following crossings, viz.: On Division, Second, Third and Fourth Streets in said City.

THE COMMON COUNCIL OF THE CITY OF FARIBAULT DO
RESOLVE:

That the crossings of the Chicago Great Western Railway Company over Division Street, Second, Third and Fourth Streets are dangerous to life and property by reason of the incoming and outgoing trains at these much used crossings, and where box cars standing on side tracks of the said company obstruct the view of approaching trains, and for a second and further reason that the adjoining buildings adjacent to the tracks of said Railway Company situate north and south of said crossings above referred to are parallel with the tracks of said Railway operating and running its numerous cars over said crossings which also obstruct the view of approaching trains and switch engines working in the yards in the daytime as well as in the night.

Passed May 22, 1908.

GEO. L. SMITH,
President Common Council.

Attest: D. F. Mackenzie, City Recorder.

Approved May 22 1908.
GEO. L. SMITH, Mayor.

RESOLUTION NO. 259.

Resolution to compel the Chicago, Rock Island and Pacific Railway Company at Faribault, Minnesota, to establish and maintain gates, flagmen or other safety devices in Faribault at the following crossings, viz.: Division, Second, Third and Eighth Streets in said City.

THE COMMON COUNCIL OF THE CITY OF FARIBAULT DO
RESOLVE:

That the crossings of the Chicago, Rock Island and Pacific Railway Company over Division, Second, Third and Eighth Streets in said City of Faribault, are dangerous to life and property by reason of incoming and outgoing trains at these much used crossings and where box cars standing on side tracks of said company obstruct the view of approaching trains and for the further reason that the adjoining buildings adjacent to the tracks of said company situate north and south of said crossings above referred to are parallel with the tracks of said railway operating and running its numerous cars over said crossings which also obstruct the view of approaching trains and switch engines working in the yards in the daytime as well as in the night.

Passed May 22, 1908.

GEO. L. SMITH,
President Common Council.

Attest: D. F. Mackenzie, City Recorder.

Approved May 22, 1908.
GEO. L. SMITH, Mayor.

The Commission gave notice of a hearing upon this complaint to take place at the Council Chamber of the City of Faribault on Monday the 29th day of June, 1908, at 10:30 A. M.

Prior to the date assigned for said hearing, an application was filed by the petitioners for a continuance to a later date in order to ensure the attendance of certain witnesses essential to their cause, which was granted and the case continued to Thursday the 9th day of July at 10:30 in the forenoon.

The matter came on before the Commission on the date appointed at Faribault, Minnesota. The petitioners appeared by Mr. McMahon, City Attorney; M. V. Seymour and Thomas Quinn appeared as Attorneys for the Chicago, Rock Island & Pacific Railway, also Mr. C. G. Davis, its Superintendent. Mr. Quinn also represented the Chicago Great Western Railway Company as Attorney.

It having been made to appear to the Commission that an amicable adjustment had been effected between the petitioners and the Chicago, Milwaukee & St. Paul Railway Company, on motion of the petitioners further proceedings against said Company were dismissed.

Numerous witnesses were examined and the testimony was reported by Mr. L. M. Powers, after which the hearing was closed.

Briefs were subsequently filed by the Chicago Great Western Railway Company and the Chicago, Rock Island & Pacific Railway Company, after which the case was taken under advisement.

The Commission on July 20, 1908, filed the following orders in the case, which were duly served on the respective Companies:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

The City of Faribault, Complainant, vs. The Chicago, Great Western Railway Company, Respondent.

This matter came on for hearing at the Council Chamber in the City of Faribault on the 29th day of June, A. D. 1908, and was continued until July 9th, 1908, at the same place, at which date the case was heard before Commissioner Ira B. Mills, who makes this decision under the provisions of section 1966 of the General Statutes of 1905, as amended by Chapter 305 of General Laws of 1907. The decision of Commissioner Mills herein contained, is hereby approved by the Commission. The following facts are found from the evidence.

The City of Faribault is a municipal corporation created by the laws of this state, and situate in Rice County, Minnesota.

The Chicago Great Western Railway Company is a corporation duly organized and incorporated under the laws of the states of Iowa and Illinois. The receivers of the railway company hereinafter named are operating a railroad from St. Paul and Minneapolis through the state of Minnesota to and through the city of Faribault, which is a city of over 8,000 people. The track of respondent's roads divides said city, leaving the business portion thereof on the west side of the railroad track and on the east side, there are several educational and state institutions, and a thickly settled residence district. The population on this side of the river is about 2,500 and their only means of reaching the business part of the city is over the streets hereafter named, and said streets are also used by people from the country.

A. B. Stickney and Charles H. Smith are the duly appointed qualified and acting receivers of the respondent under and by virtue of an order of the Circuit Court of the United States.

The Division Street crossing, the Second and Third Street crossings of respondent's railroad in the City of Faribault are dangerous crossings and should be protected.

IT IS ORDERED that respondent provide a flagman at Second and Third Street crossings at the time each and every one of its trains, or any of its cars or engines, are about to cross either of said streets between the hours of 7:00 a. m. and 6:00 p. m. every day in the week, for the purpose of notifying people about to cross said street of the approaching train.

That the respondent's trainmen also flag their trains whenever they move across Division Street.

That this order be in force on and after August 1st, 1908.

By the Commission,

(Seal)

A. C. CLAUSEN,

Dated St. Paul, Minn., July 20th, 1908.

Secretary.

Note:—There was some evidence given in regard to the physical condition of the crossings and their need of new planking, and there is no doubt but what some improvements are needed in this line, but in looking over the complaint, I find that there is no mention of this matter, and as the Company claim they are willing to do their part of this work as soon as the city performs its share, which it is claimed was the understanding at a conference between the city authorities and the Company, it will be left for an agreement to be reached for these improvements.

If, after a trial of the service herein provided, it proves unsatisfactory, the Commission will re-consider the matter.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

The City of Faribault, Complainant, vs. The Chicago, Rock Island & Pacific Railway Company, Respondent.

This matter came on for hearing at the Council Chamber in the City of Faribault on the 29th day of June, A. D. 1908, and was continued until July 9th, 1908, at the same place, at which date the case was heard before Commissioner Ira B. Mills, who makes this decision under the provisions of section 1966 of the General Statutes of 1905, as amended by Chapter 305 of General Laws of 1907. The decision of Commissioner Mills herein contained, is hereby approved by the Commission. The following facts are found from the evidence:

The City of Faribault is a municipal corporation created and existing under the laws of the State of Minnesota.

The Chicago, Rock Island & Pacific Railway Company, is a corporation existing under the laws of the states of Iowa and Illinois, and is operating a railroad from St. Paul, Minnesota, to and through the city of Faribault in the County of Rice, all in the State of Minnesota; that said Railway Company crosses Division, Second, Third and Eighth Streets in said city. The business portion of said city is situated on the west side of the railroad track and a part of the resident portion and a number of educational and state institutions are situated on the east side. Said city has a population of more than 8,000 people, and 2,500 at least reside up on the east side of said tracks; that the streets above named are very much used by the people of said village and the surrounding country, and the railroad crossings on said streets are dangerous crossings and should be protected by said railway company.

It is therefore ordered, that respondent provide a flagman at the crossings of Division, Second, Third and Eighth Streets in said city at the time each and every one of its trains, or any of its cars or engines, are about to cross either of said streets, between the hours of 7:00 a. m. and 6:00 p. m. every day, for the purpose of notifying the people about to use said crossings of the approaching train.

(Seal)

Dated St. Paul, Minn., July 20th, 1908.

By the Commission,

A. C. CLAUSEN,

Secretary.

Note:—This case presents some difficulties, and the Commission are not at all certain that they have entirely solved them by this order, and if it should not prove satisfactory, the Commission is willing to take the case up again for re-hearing, after a sufficient trial has been made of this order, to determine whether it will be sufficient.

On the 21st day of August, 1908, notice of appeal to the District Court of Rice County from the order of the Commission was

served on the Commission by the Chicago, Rock Island & Pacific Railway Company. Pursuant thereto, a certified return on appeal was duly made to said Court.

Delano Crossings.—March 20, 1908, complaint was filed by the village authorities at Delano on the Great Northern Railway, that there existed in said Village two dangerous crossings at the intersections, respectively, of Second and Third Streets by the said Company's tracks, wherefore, the Commission was requested to make an investigation with a view of establishing adequate protection for life and property.

This was followed by a hearing which took place at Delano on the 26th day of March, 1908, at which all members of the Commission were present. The Village of Delano was represented by E. H. Farnham, Esq., its Attorney, and the Great Northern Railway Company by its Superintendent, Geo. S. Stewart.

An investigation was made of all the facts and conditions which had a bearing in the case, and after considerable testimony had been taken, the matter was taken under advisement by the Commission.

Pending its decision the Commission was advised by the Attorney for the complainant that negotiations were in progress with the Railway Company which gave promise of an amicable adjustment, in view of which the Commission was requested to suspend further proceedings temporarily.

The case was finally disposed of without further action by the Commission, the Railway Company having agreed to install an electric bell at the Third Street crossing so arranged as to signal the approach of west-bound trains when within fifteen hundred feet of said crossing, which was deemed sufficient warning for the protection of the crossing at Third Street.

In the case of the Second Street crossing there was involved the question of opening up the street for public travel by the construction of an underground crossing. This being a matter outside of the jurisdiction of the Commission and strictly within the power of the local authorities, the petitioners were advised accordingly.

Elkton.—On April 30, 1908, a formal complaint was received from the Village Authorities of Elkton, Mower County, reciting

the fact that a dangerous crossing existed in said village, the main features of the complaint being embodied in a resolution which was adopted by the Village Council of Elkton, April 19, 1908, as follows:

COPY OF RESOLUTION.

WHEREAS, the Chicago Great Western Railway Company upon the line of which the Village of Elkton, Mower County, Minnesota, is located, has lowered its Main track and a part of its side track through said Village of Elkton and across a North and South highway, which is also a street within said Village, some six or seven feet below the natural level of the ground, and for the purpose of getting down to the level of the track has excavated a driveway principally on the northerly side of said track,

AND WHEREAS, the lowering of said track through said Village has rendered the travel over said highway and street extremely dangerous to the traveling public, of which fact the Village through its officials has repeatedly notified the Railroad Company, but to which no attention has been paid,

NOW THEREFORE, be it resolved by the Village Council of said Village of Elkton, that the President of the Village Council and the Village Recorder be and hereby are authorized and directed to enter a written complaint to the Railroad and Warehouse Commission of the State of Minnesota, reciting the conditions of said highway and the danger thereof, and that the same is dangerous to life and property. Such statement to contain a description of the location.

Passed by a vote of the yeas and nays at a special meeting of the Council held on the 17th day of April, 1908.

CHAS. C. HAGEN,

President, Village Council.

Attest: O. J. Myhre, Village Recorder.

This matter was brought to the attention of the Railway Company with a suggestion that prompt measures should be adopted to relieve the situation. The Company pleaded that owing to a great falling off in business and large expenditures for improvements, it was not in a position to incur further expense at this time, except in cases of absolute necessity.

The Commission deemed it necessary to hold a hearing and fixed on July 27, 1908, at 2 o'clock P. M. at Elkton for the purpose, due notice being given to all parties. The hearing came on pursuant to notice, the subsequent proceedings being noted in the findings and order of the Commission made August 24, 1908, as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

The Village of Elkton, Complainant, vs. The Chicago Great Western Railway Company, Respondent.

This matter came on for hearing in the Village of Elkton on the 27th day of July, A. D. 1908, at 2 o'clock P. M. at which date the matter was heard before Commissioner William E. Young, who makes this decision under the provisions of Section 1966 of the General Laws of the State of Minnesota for the year 1907.

The decision of Commissioner Young herein set forth is hereby approved by the Commission.

The following facts are found from the evidence heard at said hearing:

1.

That the Village of Elkton is a municipal corporation duly created and existing under and by virtue of the laws of the State of Minnesota and is located in the County of Mower said State, on the line of the Chicago Great Western Railway Company as hereinafter stated.

2.

That the Chicago Great Western Railway Company is a corporation duly organized under and by virtue of the Laws of Iowa and Illinois, and that the main line of said Railway Company extends from the Cities of Minneapolis and St. Paul through to said Village of Elkton to the City of Chicago and other cities.

3.

That heretofore and during the time herein mentioned, A. B. Stickney and Chas. H. F. Smith were the duly appointed and acting receivers of said Railway Company and during said time the said A. B. Stickney and Chas. H. F. Smith as such receivers have been and now are operating a line of said Railway from the Cities of St. Paul and Minneapolis through the said Village of Elkton.

4.

That Main Street in said Village is and for many years last past has been a legally established highway and that said Street passes through said village in an easterly and westerly direction, the westerly end thereof being Sixty (60) feet from the railway tracks of said Railway Company.

5.

That Adams Street is and for many years last past has been a legally established highway running North and South through said Village; that said Street intersects and crosses the Railway tracks and right of way of said Railway Company in said Village.

6.

That the main track of said Railway Company passes through said Village in a Southeasterly and Northwesterly direction and about twenty (20) feet to the Southwest of said main track a side track one-half mile in length is constructed and maintained by said corporation.

7.

That said Main Street intersects said Adams Street a short distance northward from the place whereat the tracks of said Railway Company cross said Adams Street.

8.

That Main and Adams Streets are used and maintained as one continuous highway through said Village and cross the tracks of said Railway Company and as thus used said Streets constitute the principal thoroughfare leading through said Village.

9.

That the line of said Railway Company running through said Village is the main line thereof between the Cities of St. Paul, Minneapolis and Chicago, and numerous fast trains, both passenger and freight, pass over said line and through said Village and over said Adams Street crossing without slackening their regular speed.

10.

That at the place of the intersection of said Main and Adams Streets and at a place whereat Adams Street crosses said Railway tracks in said Village, the grade of said Adams Street was originally not less than one foot above the grade of said Railway tracks, and to make said Adams Street and said crossing passable to the traveling public it was necessary and said Railway Company did excavate said Adams Street from the place of intersection with said Main Street to and over said crossing so as to leave an embankment along the west side of said Adams Street and the said Railway tracks of sufficient height above the level of the public roadway in said Adams Street to prevent travelers thereon seeing and escaping passing trains; and so as to also make an embankment on the eastward side of said Adams Street of sufficient height to prevent persons traveling thereover seeing and escaping trains passing along said Railway tracks and over said crossing.

THEREFORE IT IS ORDERED, that the Chicago Great Western Railway Company within sixty (60) days after the service of this order upon it, remove from either side of said Adams Street sufficient of said embankment to enable persons traveling over said Adams Street and said crossing to see approaching trains for at least one-half mile either way.

Dated St. Paul, Minn., Aug. 24, 1908.

By the Commission,
A. C. CLAUSEN,
Secretary.

COMPLAINTS AGAINST COMMISSION MERCHANTS.

A complaint was filed in April, 1908, against Arbogast & Ball, commission merchants, Duluth, by Frank R. Hammond of Bismarck, North Dakota, in which it was alleged by the complainant that he shipped a car of wheat to said defendant on the 1st of November, 1907, from which no returns had been received up to date of said complaint and the Commission was requested to investigate the case with a view to securing a settlement.

An inquiry was made which developed that the defendants had received the consignment in question, but owing to unsatisfactory market conditions had placed the grain in store in the Great Northern Elevator, Superior, Wis., to await a better market, this

being done at the request of the consignors; that on the night of the 8th of November, 1908, the elevator was burned to the ground and the grain in question destroyed; that after said fire occurred, the consignor was notified by the defendants that said grain was properly insured and that a remittance would be made for its full value at the time of the fire, as soon as the loss could be adjusted. It subsequently developed that the Insurance Company's affairs went into a receiver's hands and the defendants thereupon disclaimed any further responsibility or interest in the matter.

The Commission thereupon notified the parties that a hearing would take place at its office in the State Capitol, St. Paul, on Wednesday, May 6th, 1908, the defendants being cited to appear. The matter was not brought to hearing, however, the said defendants having assumed to settle the case without further proceedings. The matter was closed to the satisfaction of the complainant on receipt of a draft for the full value of the consignment.

Fahlstrand & Wells of Herman, Minnesota, presented a complaint in writing against B. E. Baker & Co., commission merchants at Duluth, which involved a claim of a somewhat similar character to the foregoing, except that in this case the defendants had neglected to insure the grain for the protection of the consignor, which was subsequently destroyed by fire. A contention arose as to the responsibility of the defendant commission merchant for the payment of the loss under the circumstances.

The matter had been in arbitration between the parties for some time previous to the filing of the complainant, but without reaching any satisfactory result. A representative of the Commission at once took up the issue with B. E. Baker & Co., and succeeded in convincing them that they were directly responsible to the consignor for the full value of the consignment, holding that it is incumbent on the commission merchant to protect his customers against loss by fire when grain is placed in store; that it is and has always been customary with grain commission merchants to so do and recommended that a prompt settlement be made on that basis.

This was followed by a conference at Duluth with said firm, resulting in a full settlement of the shipper's claim in compliance with the recommendation of the Commission.

RATE CASES.

New Ulm Switching Rates.—In the month of August, 1907, the Chicago & Northwestern Railway Company advised the Commission of its intention to publish interchange switching arrangements with the Minneapolis & St. Louis Railroad Company, for industries located at New Ulm, and before doing so, expressed the desire that the Commission take under consideration and determine what would be a reasonable switching charge from the stone quarries to New Ulm for delivery to the Minneapolis & St. Louis Railroad. It was further stated that the existing rate of \$3.00 per car for switching stone was put in entirely for the accommodation of the quarries for local New Ulm business in order to make the stone more available for local building purposes and was too low a rate to be applied on business going beyond New Ulm. Application was therefore made for permission to establish a rate of \$5.00 per car of not to exceed 50,000 pounds, excess proportionately, for cars delivered to the Minneapolis & St. Louis Railroad, this being regarded as consistent with distance basis already established by the Commission within the State.

The Commission regarded this application as presenting a new question and deemed a hearing on the matter as being proper and necessary. Some delay in the proceedings occurred, but a hearing finally took place on Saturday, December 7th, 1907, at which the following interested parties were present: Besides the Commission, the Chicago & Northwestern Railway Co., was represented by A. C. Johnson, General Agent, E. G. Schevenell, Division Supt., and H. J. Wagen, Traveling Agent.

H. F. Marsh, A. G. F. A., appeared for the Minneapolis & St. Louis Railroad, and Joseph Eckstein, Esq., as Attorney for the New Ulm Stone Co., the New Ulm Farmers' Elevator Co., and the Commercial Association of New Ulm. Testimony was taken, bearing upon the question at issue and the matter taken under advisement.

The findings and order of the Commission were made on the 2nd day of January, 1908, as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the application of the Chicago & Northwestern Railway Company to establish switching rates on stone from the quarries at New Ulm, Minn., to the City of New Ulm and to the transfer between the petitioner and the Minneapolis & St. Louis Railroad at New Ulm.

This matter came on for hearing before the Commission on Saturday, the 7th day of December, 1907, evidence having been taken before Commissioner Staples and afterward considered by all members of the Commission.

The Commission find that there is now, and for some time has been in existence, from the quarries at New Ulm, a switching rate of \$3.00 per car to the City of New Ulm and the transfer tracks of the Minneapolis & St. Louis Railroad Company; that this rate was put in by the Company for the accommodation and benefit of the City of New Ulm in making public improvements, and that the Company is, now willing that the rate so far as the City is concerned, shall remain the same.

The length of the haul from the quarry now in existence to the transfer and the City is three and one-half miles, and it will be a little further to a quarry that proposes to open and is now asking trackage facilities from the Company.

This switch goes outside of the switch limits at New Ulm, and it is necessary that each engine before making this switch obtain orders from the dispatcher; and a separate trip must be made to the quarry for the stone, and no other business can be done by the same engine at the time of making these switches. The total number of cars moved last year was 734.

The Commission find as a matter of fact that \$5.00 is a reasonable charge for the switching of cars of stone to the City of New Ulm and to the transfer tracks of the Minneapolis & St. Louis Railroad Company, and that the concession of a \$3.00 switch to the City of New Ulm for use in erecting public buildings or other public work is reasonable.

IT IS THEREFORE ORDERED, that the Chicago & Northwestern Railway Company may make a tariff of \$5.00 per car for switching cars of stone from the quarries near New Ulm to New Ulm and the transfer tracks with the Minneapolis & St. Louis Railroad Company; and a rate of \$3.00 per car to apply to stone shipped to the City of New Ulm for the use of the City for public purposes; and that these rates apply to all carloads of stone without regard to the weights thereof, and that such rates take effect within ten (10) days after the filing of the tariff for the same with the Commission.

By the Commission,
A. C. CLAUSEN,
Secretary.

Dated St. Paul, Minn., January 2, 1908.

APPLICATION BY THE DULUTH & NORTHERN MINNESOTA
RAILWAY COMPANY TO INCREASE ITS RATES
ON FOREST PRODUCTS, ETC.

On January 27th, 1908, a petition was received from the Duluth & Northern Minnesota Railway Company of Duluth, asking the consent of the Commission to increase the rates on its line of railway on pine saw logs, railroad ties, pulpwood and horses, so as to conform to the rates in effect by other Railroad Companies in that territory on the same commodities.

On January 28th, the Assistant General Manager appeared before the Commission with statements showing the financial condition of the road, which was verified by the annual report of that Company to the Commission for the year ending June 30th, 1907, from which it appeared that the Company on its present rates operated at a loss.

The matter was thoroughly investigated by the Commission, who had comparative statements prepared showing the rates in existence on other roads, and after advisement authorized the Company to advance its rates on the commodities specified above, with the understanding that in the event of any shipper petitioning the Commission regarding these rates that the same would be subject to cancellation if found to be unreasonable by the Commission.

The following is the order referred to:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the petition of the Duluth & Northern Minnesota Railway Company to increase certain rates specified in this order.

It appearing to the Commission that the business of the above named petitioner is not sufficient to pay the operating expenses and that the rates asked to be established by said Company are the same as are in force by the several Railway Companies doing business in the territory adjacent to that served by this carrier:

IT IS THEREFORE ORDERED, that said The Duluth & Northern Minnesota Railway Company is hereby authorized to establish the following rates, to-wit:

Through freight tariff on pine saw logs to Duluth mills on single tier logging cars from points on line of the Duluth & Northern Minnesota Railway. Maximum loads 4,500 feet board measure. Deliveries of car loads and empty cars to be made as arranged for. A failure to do so will increase the charge for the service as is indicated in Note (A) below.

MILES		To landings off main line N. P. Ry.	To landings bet. D. & I. R. R. and N. P. main line
5 or less	.....	\$10.50	\$10.00
10 or more than 5	.....	11.00	10.50
15 or more than 10	.....	11.50	11.00
20 or more than 15	.....	12.00	11.50
25 or more than 20	.....	12.50	12.00
30 or more than 25	.....	13.00	12.50
35 or more than 30	.....	13.50	13.00
40 or more than 35	.....	14.00	13.50
45 or more than 40	.....	14.50	14.00
50 or more than 45	.....	15.00	14.50
Over 50 miles	.....	15.50	15.00

MILES		Rate per tie. Min. 250 ties per car	Spruce, Pulpwood. Min. 10 cords Rate per cord	Horses. Rate per car
5 or less	.....	\$0.05	\$1.00	\$8.00
10 or more than 5	.....	.05	1.00	10.00
15 or more than 10	.....	.05½	1.00	12.00
20 or more than 15	.....	.05½	1.25	14.50
25 or more than 20	.....	.06	1.25	16.50
30 or more than 25	.....	.06	1.25	19.00
35 or more than 30	.....	.06½	1.50	21.50
40 or more than 35	.....	.07	1.50	24.00
45 or more than 40	.....	.07½	1.75	26.00
50 or more than 45	.....	.08	1.75	28.00
Over 50 miles	.....	.08½	2.00	30.00

Note (A). The above through rate on Pine Saw Logs is based on our ability to spot cars for loading, pull the loads and deliver same to D. & I. R. R. crews at Knife River, who in turn make deliveries to saw mills in solid trains of not less than twenty cars at any one destination. The D. & I. R. R. engines and crews remain with the cars until unloaded and returned to us at Knife River in time for resetting for loads by D. & N. M. Ry. crews without loss of time. When consignor or consignee fail to load or unload promptly thereby causing the loss of trips as arranged for, weather conditions permitting, a charge of fifty dollars will be made for use of the equipment and expense to this company.

For all cars 24 feet long or less loaded within one mile of and more than one-half mile from main lines, 35 cents per car.

Each additional mile or fraction thereof, beyond one mile from main line, 35 cents per car.

For cars more than 24 feet long, box, flat, stock, etc., 50 cents instead of 35 cents in last two paragraphs.

Rates to be effective ten days after the filing of the tariff.

This order is made subject to cancellation on the Commission finding that the rates fixed by it are unreasonable.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Dated St. Paul, Minnesota, February 15, 1908

Secretary.

SWITCHING CHARGES, ST. PAUL TO SOUTH ST. PAUL STOCKYARDS.

On June 18th, 1907, the attention of the Commission was called to the fact that the switching charges between St. Paul and South St. Paul Stockyards had been increased by \$1.25 per car without the consent of the Commission.

The Commission at once instituted an investigation, and learned that about May 23rd, 1907, the St. Paul Union Stockyards Company notified the Chicago Great Western Railway Company, that effective June 15th, 1907, they had leased their tracks at South St. Paul to the Stockyards Terminal Railway Company and that after said date the Chicago Great Western Railway Company would not be permitted to enter upon their tracks and that they would make a charge for any switching service they might perform, and that they further intended to switch cars from St. Paul to the Stockyard Company's tracks at South St. Paul over its leased tracks (which did not include any of the tracks of the Chicago Great Western Railway Company), and said leased tracks start from Dayton's Bluff and extend southerly to Newport where they cross the bridge over the Mississippi River and from there connecting with their own tracks into the Stockyards.

On July 1st, 1907, the Commission proceeded on its own motion to investigate the reasonableness of the switching rates on Live Stock and other commodities between St. Paul and South St.

Pursuant to notice the hearing took place on July 6th, and testimony was taken by official stenographer. It developed at this hearing that the Railroad Companies were endeavoring to make contracts between themselves so as to deliver the stock and other freight to the Stockyards Terminal Railway Company at Dayton's Bluff instead of delivering the same to the Chicago Great Western Railway Company as heretofore, which arrangement if carried out would have the effect of restoring the old switching rates; and the hearing was continued by the Commission until August 3rd, 1907, so as to give the Railroad Companies an opportunity to perfect their arrangements.

The hearing occurred on the date last indicated and was finally postponed until November 12th, 1907, on which date it developed that all the Railroad Companies had perfected arrangements for delivering their stock at Dayton's Bluff, which finally disposed of the case and restored the old basis of switching rates without an order of the Commission.

Lindsay Brothers, Minneapolis, vs. Chicago Great Western Railway Company.

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from Minneapolis to Rochester and St. Charles, respectively, both points being intermediate stations between Minneapolis and Winona, and charged a higher rate than if shipments had gone direct to Winona.

The rates in effect from Minneapolis at the time the shipments in question moved were 16½ cents per hundred weight to Rochester, and 17½ cents per hundred weight to St. Charles, the rate to Winona being 10 cents per hundred weight.

A hearing was ordered, which took place before the Commission on November 13th, 1906, complainants being represented by James Lindsay, Esq., and the respondent by C. A. Severance, Esq.

After hearing testimony, the Commission took the matter under advisement. Owing to the fact that the Commission was divided in its judgment on this matter there was some delay in closing the case. Conclusions were finally reached by the Commission with the result that on January 9th, 1908, it issued the following order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

William Lindsay, F. B. Lindsay and E. J. Fairfield, Co-partners, doing business under the firm name of Lindsay Brothers, Complainants, vs. The Chicago Great Western Railway Company, Respondent.

The complainants appeared by John Lindsay, agent and respondent by C. A. Severance, its attorney.

This is a proceeding for reparation. The complainants are co-partners engaged in the implement business at Minneapolis. Respondent is a railroad corporation existing under the laws of the State of Illinois, and since January 18, 1903, have been operating a railroad from Minneapolis to Winona, all wholly within the State of Minnesota, and from Minneapolis, Minnesota, to McIntyre, Iowa, and from McIntyre, Iowa, to Winona, Minnesota.

On the 18th day of January, 1903, respondent published a tariff known as GFD-9186 and filed the same with the Railroad and Warehouse Commission of the State of Minnesota in and by which the rate on Agricultural Implements in carload lots between Winona and Minneapolis was fixed at Ten (10) cents per hundred pounds, minimum weight 20,000 pounds, which tariff remained in full force and the rate of ten cents per hundred pounds was the lawful and tariff rate on Agricultural Implements until the 7th day of December, 1903, at which date said tariff was cancelled.

At the date of the cancellation of the tariff last referred to respondent published and filed with the Interstate Commerce Commission a tariff of ten cents per hundred pounds on agricultural implements between Winona and St. Paul via McIntyre, Iowa.

The stations of Rochester and St. Charles on respondent's railroad in Minnesota are intermediate between Minneapolis and Winona.

On March 16, 1903, complainants shipped from Minneapolis to H. R. Hymes, Rochester, Minnesota, a carload of Agricultural Implements weighing 20,600 pounds and were charged a rate of 16½ cents per hundred pounds,

and on March 17, 1903, paid respondent for the freight \$33.99, being \$13.39 more than the rate from Minneapolis to Winona.

On March 17, 1903, complainants shipped from Minneapolis, Minnesota, over respondent's road to S. A. Johnson & Company of St. Charles, Minnesota, a carload of Agricultural Implements, weighing 20,000 pounds, and were charged a rate of 17½ cents per hundred pounds, and paid respondent as freight therefor on April 1, 1903, the sum of \$35.00, or \$15.00 more than the rate from Minneapolis to Winona.

At the time the shipments hereinbefore referred to were made respondent had filed with this Commission, and there was then in effect, a tariff, GFD-8384, which made a rate on Agricultural Implements from Minneapolis to Rochester to 16½ and to St. Charles 17½ cents per hundred pounds.

The Minnesota statute provides in substance that no carrier shall charge more for transporting the like class of property for the shorter than the longer distance over the same line, the shorter distance being included in the longer.

The Commission has uniformly held where an attempt had been made to make an intermediate rate higher than the rate for the long haul, the shipper was at least entitled to the rate charged for the long haul and a refund of the difference in cases where payment of a greater rate than the tariff provided for the long haul had been made. This leads the Commission to hold in this case that the complainants are entitled to reparation of \$13.39 with interest from March 17, 1903, that being the date of the payment of the freight on the shipment of March 16, to H. R. Hymes, Rochester, and of \$15.00 with interest from April 1, 1903, that being the date of the payment of the freight on the shipment made to S. A. Johnson & Company of St. Charles; unless the contention of the respondent is correct that complainants having made voluntary payment of the freight have no right to reparation. This question the Commission submitted to the attorney general, and were advised by him that such payment is not a bar to recovery; and the Commission so hold. A copy of the opinion of the Attorney General is hereto attached.

The complaint contains allegations of a shipment made to St. Charles on February 28, 1902, and to Dover on March 5, 1902. At the date of these shipments the respondent had no line between Winona and Minneapolis entirely within the State of Minnesota. This line was not completed until January 18, 1903. All shipments prior to that date had to go by the way of McIntyre.

It is also alleged that shipments were made to Pine Island in the years 1905 and 1906. For these shipments the complainants were charged the rate respondent's GFD-11093, 16 cents per hundred pounds, while the rate in that tariff to Winona was 17½ cents per hundred pounds. At this time there was a rate via McIntyre of 10 cents per hundred pounds.

It was stated on the hearing that shipments under this interstate tariff were carried over the line wholly within the State of Minnesota and not via McIntyre. The Commission has made an examination of the books of the Company to verify the truth of this allegation, and have failed to find that a single car of agricultural implements have been carried from Minneapolis to Winona under this or any other tariff during the time of controversy or the existence of the interstate tariff referred to.

The rate of 10 cents on agricultural implements between Minneapolis and Winona via McIntyre was made by respondent to meet the competition of the short line operated by the Chicago, Milwaukee & St. Paul Railway Company; and the United States Supreme Court has frequently announced the doctrine that competition was sufficient to allow the abrogation of the long and short haul clause contained in the Act to Regulate Commerce; and in *Louisville & Nashville R. R. Co. vs. Ubank*, 184 U. S. 27, it is held that a state long and short haul law cannot be made to apply where the long haul is in two different states, therefore making the carriage interstate even if the short haul is all within one state.

It is therefore ordered, that the respondent make reparation to the complainants in the sum of \$13.39 with interest from March 17, 1903, on the shipment made on the 16th day of March, 1903, by complainants from Minneapolis, Minnesota, to R. H. Hymes, Rochester, Minnesota, and that respondent make reparation to the complainants in the sum of \$15.00 with interest from April 1, 1903, on the shipment made by complainants March 17, 1903, from Minneapolis, Minnesota, to S. A. Johnson & Company of St. Charles, Minnesota.

That payment of said amounts be made by respondent to complainants within ten (10) days after the service of this order.

By the Commission,

(Seal.)

Dated St. Paul, Minnesota, January 9, 1908.

A. C. CLAUSEN,
Secretary.

PULPWOOD RATES ON MINNESOTA & INTERNATIONAL RAILWAY.

The Minnesota & International Railway Company filed on February 27th, 1908, an application for authority to cancel its existing pulpwood rates and substitute therefor the prevailing rates on cordwood, representing that the rates on cordwood are low and reasonable, while those on pulpwood were still lower, in the face of the fact that as a commodity, pulpwood has a much greater commercial value and should therefore as a matter of equity, take as high, if not higher rate than cordwood; it was further contended that the rates at which the Company is at present carrying pulpwood are unremunerative and should be increased at least to the basis of the cordwood rate.

After a somewhat protracted correspondence between the petitioners and the Commission, the case was assigned for hearing on Tuesday, May 5, 1908 at Hotel Markham, Bemidji, Minnesota, at which all parties interested were invited to appear and be heard.

On the 25th day of April preceding the date for hearing, a request was filed by the petitioners for a postponement of the hearing until further notice owing to the unexpected absence of counsel. In accordance therewith due notice of postponement to a date thereafter to be fixed by the Commission was sent to all parties interested with the further advice that until said proposed hearing takes place, the pulpwood rates established by the tariff of the Company and on file with the Commission will remain in effect.

"BEMIDJI" SWITCHING RATES.

On June 16, 1908, a complaint was filed with the Commission by the Bemidji Lumber Company against the Great Northern Railway Co. and the Minnesota & International Railway Company

setting forth that the switching charges imposed by the said Railway Companies to the complainant's mill at Bemidji were unjust and discriminatory. A copy of the complaint was served on the respective Railway Companies, but before answers thereto were filed, the Commission received notice from the complainants that satisfactory arrangements have been concluded with the Great Northern Railway Co. for the switching service and they desired therefore to withdraw the complaint. Pursuant thereto the Commission on July 3, 1908 ordered the case dismissed.

MILK AND CREAM RATES ON THE CHICAGO GREAT WESTERN RAILWAY.

The Minnesota Milk Shippers' Association in the latter part of August, 1908, by its Vice-President, Andrew Charlson, filed a complaint against the Chicago Great Western Railway Company, in which it was alleged that the rates maintained by said Railway Company on milk and cream between stations on its railway were unjust and discriminatory, being much higher than the schedule of rates on these products established by the Commission in its order of April 11, 1907, as reasonable maximum rates to be charged by the several Express Companies of the State for shipments of these commodities between stations in Minnesota. The complainants therefore requested that the Commission fix a date for a hearing at which the complainants could appear and present their grievance. The subsequent history of this case is embodied in the following findings of fact and the order of the Commission in relation thereto:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

Minnesota Milk Shippers' Association, D. W. Illsley, P. H. J. M. Donkers, Arthur Finseth and Andrew Charlson, Complainants, vs. Chicago Great Western Railway Company, and A. B. Stickney and C. H. F. Smith, Receivers, Respondents.

ORDER.

The complainants appeared by Mr. Andrew Charlson and Mr. Arthur Finseth, and the respondents appeared by Mr. Asa G. Briggs. After hearing the evidence, the Commission finds:

That the Chicago Great Western Railway Company, hereinafter called the Railway Company, is a corporation organized and incorporated under the laws of the States of Illinois and Iowa, and said corporation, through its Receivers hereinafter named, is running and operating a railroad from Minneapolis and St. Paul, Minnesota, respectively, in the counties of Hennepin and Ramsey, through the counties of Dakota, Goodhue, Rice, Dodge

and Mower, to the line of the State of Iowa, passing through Randolph, and the line of road from Randolph west to Mankato and east to Red Wing, and from Red Wing to Rochester, and from Rochester to Minnesota City, all within the State of Minnesota.

That the said Railway Company is and for a long time has been a common carrier of milk and cream on its passenger trains, for hire, between all stations in the state of Minnesota, herein named, and the cities of St. Paul and Minneapolis.

On the 8th day of January, 1908, in an action pending in the Circuit Court of the United States, for the District of Minnesota, in which John A. Humbird, George T. Meyer, Walter Kunliffe, Alexander F. Wallace, Edwin Waterhouse and Edward P. Tennant were complainants, and the Chicago Great Western Railway Company was defendant, such proceedings were had that Alpheus B. Stickney and Charles H. F. Smith were duly appointed Receivers of all the franchises and properties of every name and nature, whether real or personal, whether at law or in equity, whether in action or in possession, and wherever situated, of the Chicago Great Western Railway Company, and that said Receivers are duly qualified and are now and ever since their appointment and qualification, have been operating said line of railway, and it is their duty to perform the obligations to the public, required by law of said Railway Company.

The Minnesota Milk Shippers' Association is a voluntary association composed of producers of milk and cream in the territory tributary to and along the line of said railway company in the State of Minnesota, and furnishing milk for shipment at each of the stations hereinafter named; that each of the other complainants is a producer and shipper of milk and cream from some one or more of said stations, all of which said stations are within the State of Minnesota, and the service rendered by respondent railway company and its receivers in transporting milk and cream from said stations to Minneapolis and St. Paul, is wholly within the State of Minnesota. That respondents are now maintaining the following rates on milk and cream from stations and distances hereinafter named, to the City of St. Paul.

STATIONS	Miles to St. Paul	5 gal. can Milk or Cream	8 gal. can Milk or Cream	10 gal. can Milk or Cream
Inver Grove	8	\$0.10	\$0.16	\$0.20
Rich Valley	16	.10	.16	.20
Coates	18	.10	.16	.20
Empire	23	.10	.16	.20
Hampton	27	.10	.16	.20
Randolph	33	.10	.16	.20
Stanton	36	.10	.16	.20
Dennison	41	.11½	.18½	.23
Norstrand	47	.12½	.20	.25
Kenyon	53	.12½	.20	.25
Skyberg	58	.12½	.20	.25
West Concord	63	.12½	.20	.25
Eden	67	.12½	.20	.25
Dodge Center	72	.12½	.20	.25
Vlasaty	76	.13	.20½	.25½
Hayfield	81	.13	.20½	.25½
Sargent	87	.25	.40	.50
Renova	93	.25	.40	.50
Sutton	97	.25	.40	.50
Elkton	99	.25	.40	.50
Taopi	106	.25	.40	.50

That on all other railroads in this state, including railroads serving territory competitive with the territory in which complainants reside and produce milk and cream, the following rates on milk and cream, which were adopted by the Railroad and Warehouse Commission, are maintained, either by the railroad or the express companies.

MAXIMUM DISTANCE TARIFF SCHEDULE ON MILK AND CREAM.

IN 5, 8 AND 10 GALLON CANS.

ST. PAUL, MINN., APRIL 12, 1907.

	Cream in Gal. Cans.			Milk in Gal. Cans.		
	5	8	10	5	8	10
5 miles.....	10	16	19	7½	12	14
10 miles.....	10	16	19	7½	12	14
15 miles.....	10	16	19	7½	12	14
20 miles.....	10	16	19	7½	12	14
25 miles.....	10	16	19	7½	12	14
30 miles.....	10	16	19	7½	12	14
35 miles.....	11	17	21	8	13	16
40 miles.....	11	17	21	8	13	16
45 miles.....	11	17	21	8	13	16
50 miles.....	12	19	24	9	14	19
55 miles.....	12	19	24	9	14	19
60 miles.....	12	19	24	9	14	19
65 miles.....	14	21	26	10	16	20
70 miles.....	14	21	26	10	16	20
75 miles.....	14	21	26	10	16	20
80 miles.....	15	23	28	11	17	21
85 miles.....	15	23	28	11	17	21
90 miles.....	15	23	28	11	17	21
95 miles.....	16	25	31	12	19	23
100 miles.....	16	25	31	12	19	23
105 miles.....	16	25	31	12	19	23
110 miles.....	19	29	36	14	22	27
115 miles.....	19	29	36	14	22	27
120 miles.....	19	29	36	14	22	27
125 miles.....	21	33	40	16	25	30
130 miles.....	21	33	40	16	25	30
135 miles.....	21	33	40	16	25	30
140 miles.....	22	35	43	17	26	32
145 miles.....	22	35	43	17	26	32
150 miles.....	22	35	43	17	26	32
155 miles.....	24	37	45	18	28	33
160 miles.....	24	37	45	18	28	33
165 miles.....	24	37	45	18	28	33
170 miles.....	25	39	47	19	29	36
175 miles.....	25	39	47	19	29	36
180 miles.....	25	39	47	19	29	36
185 miles.....	27	43	52	20	32	39
190 miles.....	27	43	52	20	32	39
195 miles.....	27	43	52	20	32	39
200 miles.....	30	47	57	22	35	43
210 miles.....	30	47	57	22	35	43
220 miles.....	30	47	57	22	35	43
230 miles.....	31	49	59	23	36	44

240 miles.....	31	49	59	23	36	44
250 miles.....	31	49	59	23	36	44
260 miles.....	32	51	62	24	38	46
270 miles.....	32	51	62	24	38	46
280 miles.....	32	51	62	24	38	46
290 miles.....	35	54	66	26	41	50
300 miles.....	35	54	66	26	41	50
310 miles.....	35	54	66	26	41	50
320 miles.....	38	58	71	28	44	53
330 miles.....	38	58	71	28	44	53
340 miles.....	38	58	71	28	44	53
350 miles.....	40	62	76	30	47	57
360 miles.....	40	62	76	30	47	57
370 miles.....	40	62	76	30	47	57
380 miles.....	42	66	80	32	50	60
390 miles.....	42	66	80	32	50	60
400 miles.....	42	66	80	32	50	60

Minimum charge, fifteen (15) cents.

No drayage service to be performed at either end.

No deduction in rate for partly filled can.

St. Paul and Minneapolis will be treated as one city, the mileage to nearest point will govern the rate.

These rates include the return of empty cans which must be waybilled back to the forwarding station.

Necessary Shipping Tags and Seals may be returned in cans without extra charge.

When rates for exact distance are not shown, the rates for the next greater distance must apply.

That the rates maintained and charged by the respondents are unreasonable and unjust, in and of themselves; that such rates are also unequal and unjust as compared with the rates maintained by the railroad and express companies on other lines of road in the state of Minnesota, and on roads serving the same territory as that served by the said railway company and give the competitors of complainants served by other roads an undue and unfair advantage; that the rates maintained by the express companies as aforesaid, with the regulations therein provided, are reasonable and just rates for the respondents to maintain over the line of the said railway company, between the stations hereinbefore named and the city of St. Paul.

It is therefore ordered, that the rates maintained by the several express companies in the state, being the maximum distance tariff schedule on milk, adopted by the Railroad and Warehouse Commission on the 12th day of April, 1907, and hereinbefore set out in full, be and the same hereby are declared to be the reasonable maximum rates on the lines of said railway company operated by respondents, and between the stations hereinbefore named and the city of St. Paul, and the respondents are hereby ordered to substitute said rates in place of the rates now maintained by them between said stations, and are forbidden to charge any higher rate for the transportation of milk and cream between said stations.

That this order take effect on the 14th day of December, 1908

By the Commission, ,

(Seal.)

A. C. CLAUSEN,

Dated at St. Paul, Minn., November 28, 1908.

Secretary.

MISCELLANEOUS COMPLAINTS.

REFUSAL TO ACCEPT GREEN HIDES FOR SHIPMENT EXCEPT CERTAIN DAYS IN THE WEEK.

Albert Lea Hide & Fur Company, vs. Minneapolis & St. Louis Railroad Company.

On August 21, 1907, a letter was received from the Albert Lea Hide & Fur Co., of Albert Lea, stating that the Minneapolis & St. Louis Railroad Co. refused to accept Green Hides for shipment except on two days in each week, thereby discriminating in the shipment of this commodity as against shipments of other commodities which are accepted for shipment each day.

The matter was taken up with the Railroad Company in the hope that the same would be satisfactorily adjusted without further action on the part of the Commission, and after considerable correspondence had passed between the complainant, the respondent and the Commission, the Railroad Company finally concluded that it could not deviate from its rule to accept this class of commodity except on the two days provided for in each week.

The complainant after receipt of this notice on January 18, 1908, asked the Commission to order a hearing, whereupon said hearing was ordered to take place at Albert Lea, Minn., on January 31, 1908, and all parties interested were notified including the Great Northern and the Chicago, Rock Island & Pacific Railway Companies, who were also indirectly interested in this proceeding.

On January 31, 1908, pursuant to notice the hearing took place at Albert Lea. Beside the Commission the Railroad Companies were all represented and the Albert Lea Hide & Fur Co. was represented by Abe Hirsch, its General Manager.

Testimony was officially reported and can be found with the files in the case. Several witnesses were examined and a large number of letters were filed from hide shippers in Minnesota, Iowa and Illinois claiming discrimination in the shipment of this commodity.

The Minneapolis & St. Louis Railroad Co., filed a statement showing the amount of revenue derived from shipping Green Hides during the months of January to December, 1907, both inclusive.

At the close of the testimony the Commission took the matter under advisement, with the result that the following order was issued on March 28, 1908:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF MINNESOTA.

In the matter of the Albert Lea Hide and Fur Company vs. the Minneapolis & St. Louis Railroad Company.

This matter came on for hearing before the Commission at Albert Lea, Minnesota, on the 31st day of January, 1908. Messrs. Dunn and Carlson appeared for the complainants and Messrs. E. D. Hogan and D. M. Dennison appeared for the Minneapolis & St. Louis Railroad Company and M. D. Seymour, Esq., represented the Chicago, Rock Island & Pacific Railway Company.

This was a complaint made by the plaintiff against the defendant the Minneapolis & St. Louis Railroad Company for the unreasonableness in their service in the shipment of hides. The service now furnished by the company is to receive and ship hides on two days in a week.

The Commission finds that green hides are often delivered to the company for shipment in a very bad condition. They are generally supposed to have been salted and not thoroughly cured and the leakage from them will spoil a car for the shipment of other freight, and if stored in the depots over night with other freight, it will be damaged so that the owners refuse to receive it. A car in which green hides are shipped cannot be used for other freight until the same has been disinfected, and it is necessary for the company to furnish a special car for carrying this class of freight.

The intra-state tonnage carried in Minnesota is very light on both the Minneapolis & St. Louis Railroad and the Chicago, Rock Island & Pacific Railway.

The plaintiff could do his business more conveniently if hides were shipped every day. He testifies and other fur men also testified that competitors, when hides are put into cars at stations, will damage them by cutting them. This hardly seems possible to the Commission, but so far as this case is concerned we must accept it as a proven fact. The railway company is responsible for freight after it is delivered and receipted for, and if it is damaged are liable to the shipper or consignee for such damage.

If the company is compelled to ship and receive green hides every day or even to receive them, they would be obliged to provide a separate room for such freight, also carry an additional car daily. Considering the amount of business furnished of this class and the manner in which the company transport it, the Commission is of the opinion the regulation requiring hides to be received for shipment twice a week is a reasonable one. This leads to the dismissal of the case.

It is therefore ordered, that the complaint herein be and the same is hereby dismissed.

By the Commission,

(Seal.)

Dated, St. Paul, Minn., Mar. 28, 1908.

A. C. CLAUSEN,

Secretary.

Handling of fruits, vegetables, etc., by Express Companies, through local agents.

A communication was received on July 8, 1907, from Mr. Edward Lafot, of Lakefield, in which it was stated that large

Fruit growers and dealers were engaged in the business of consigning their goods to Agents of the United States Express Co., at different stations along the railroad lines to be sold on a commission basis to individual purchasers in lots to suit, by case or box; that this business is being conducted by the Companies to the great detriment of numerous small individual growers who depend on their local market for the sale of their products; that according to complainant's understanding, common carriers are debarred by law from transacting business of this character and if this assumption is correct, he is prepared to file a specific complaint for investigation.

The subject having been brought to the attention of the United States Express Company, it was disclaimed that it was conducting in any sense a commission business, its practice being confined to the carriage of goods ordered by local patrons of the Company, its agent sending the orders for the goods desired, said shipments being returned by the Company to the purchaser with no expense beyond its regular express freight charges for the service; that in some cases the dealers in fruit make shipments consigned to local parties, which at times are refused or the consignee is not at hand to receive them, and being perishable they are sold by the Company to the best advantage. This is done to save the Company from its liability as a carrier to the owner of the fruit for neglect to use proper diligence in protecting such owner against unnecessary loss and that in all such cases there is no expense to the owner or purchaser other than the regular express freight charge.

The Commission was apprised of the fact that under a resolution adopted March 2, 1907, by the Senate of the United States, an investigation by the Interstate Commerce Commission was in progress and nearing completion to determine whether the Express Companies of the country were engaged through their local or other agents in the business of buying, selling or handling on consignment, fruit, vegetables and oysters entering into interstate commerce and concluded to await the report of the federal authorities before rendering a decision on the local question under consideration.

In due time the findings and recommendations of the Interstate Commission were reported back to the Senate which were in substance as follows:

"The Commission finds that for the increase of express business, particularly in perishable commodities, order and commission departments have been established by the express companies. The companies carefully prepare lists of buyers of these products located in cities and towns along the lines of the railroad upon which they operate, also lists of growers of fruit and vegetables, and these, together with monthly, weekly and sometimes daily price lists, are circulated among the agents and such information also transmitted to the buyers and sellers. Complaints against the methods adopted by express companies came almost entirely from the territory west of the Mississippi river. The local agents undertake to find markets for producers in their localities and to handle all the products offered. The express companies, with their knowledge of markets, will accept a consignment of fruit or vegetables, sell it to the best advantage and transmit proceeds to the producers, less the express charges. This service is particularly valuable in cases where the fruit ripens with unexpected rapidity and, if no such means of disposing of it were available, it would be an entire loss. It also affords practically the only means by which the grower of fruit in small and isolated communities can market his product to advantage in distant localities.

The Commission does not find that any of the express companies are now or ever have been engaged in the business of buying and selling commodities transported by them on their own account. Agents of express companies have in the past indulged in this practice, but the express companies have since prohibited their agents from dealing in any commodities transported by them.

The Commission believes from the evidence it has taken that in the interest of growers and producers, as well as local dealers in communities served only by express companies, and in the interest of increased production in undeveloped regions, the operation of the order and commission departments of the express companies should be allowed to continue. Accordingly, it recommends that all express companies and their agents be prohibited from buying and selling on their own account commodities transported by express, but that express companies be permitted to continue their present methods of conducting interstate business through order and commission departments, subject to the present prohibitions of law, against unreasonable regulations and unjust discrimination."

Note—The essence of the foregoing conclusions of the Interstate Commerce Commission is that the buying or selling by express companies or their agents on their own account is neither legitimate nor consistent with the duties and obligations of common carriers, but that the mere handling of the goods for the usual express charges is proper and permissible. The issue involved in this ruling by the federal authorities being an exact counterpart of that pending before this Commission, it was decided that no other disposition was justifiable in the local case under consideration. The complainant was therefore advised to this effect and further that if the express companies should at any time engage in handling this merchandise for a profit either to themselves or their agents outside of the regular transportation charges, it would, in the judgment of the Commission be legitimate cause for complaint.

PROTEST AGAINST PREPAYMENT OF FREIGHT CHARGES ON HAY.

J. I. Coffey, of Mentor, filed on November 18, 1908, a written protest, in which it was shown that the Great Northern Railway Co. had instructed its local agent to enforce prepayment of transportation charges on carload shipments of hay to points East of

Cass Lake, Minnesota, thus preventing the further continuance of business with patrons in the Mesabe Range territory; further, that this action of the Company operates as a discrimination in fact, which is detrimental to the interests of shippers of hay on the line of said railway as also of the consumers in the Iron Range country. The rule referred to was embodied in Great Northern Circular No. 1470, issued under date of September 30, 1908, to wit:

To Agents: "Until further notice no carload shipments of hay may be accepted for Duluth, Minn., Superior, Wis., or other points on the Superior and Mesaba Divisions east and north of Cass Lake and North of Coon Creek, Minn., without charges being prepaid."

W. P. KENNEY,
Assistant Traffic Manager.

A copy of the complaint was laid before the Company eliciting their explanation that the circular in question had been issued for the protection of the Company's freight charges, and at the time of its issue there was a large accumulation of hay at the head of the lakes and on the Mesaba Range which had been standing around on the tracks from one to three weeks, undelivered. The Company, however, advised the Commission that it would arrange for a prompt cancellation of the rule, as the emergency which seemed to have made it necessary was practically over. The complainant was notified accordingly which satisfactorily disposed of the subject.

COMPLAINT OF INADEQUATE AND UNSATISFACTORY STREET
CAR SERVICE WITHIN THE LIMITS OF THE CITY OF
SOUTH ST. PAUL, ON THE MINNEAPOLIS AND ST.
PAUL SUBURBAN RAILWAY.

On February 12, 1908, a petition was filed with the Commission by P. H. O'Keefe, attorney, and Aldermen Myers and Pollock of the City of South St. Paul, and numerous other citizens resident therein, which embodied a complaint against the Minneapolis & St. Paul Suburban Railway Company, that in violation of its charter and of the ordinances of said City, particularly the ordinance granting the right of way upon the streets of the City of South St. Paul, the said company had failed and refused to

maintain and operate a proper and reasonable service upon said line of railway, citing a number of alleged serious causes for grievance on the part of the said petitioners; by virtue of which, the Commission was urgently solicited to make an investigation of the service in question with a view to requiring the said Minneapolis and St. Paul Suburban Railway Company to furnish such alterations and improvements in the conduct and operation of its road as would render a just and reasonable service and remove the several causes for dissatisfaction and grievance alleged in the petition.

The Commission being undecided as to its jurisdiction in this case, referred the matter to the Attorney General for an opinion and was advised that the Commission could exercise no jurisdiction within the corporate limits of any City in the State, in matters pertaining to the operation of a Street Railway and that the matter of regulation within the corporate limits of a City was lodged entirely with the City Council.

The petitioners were thereupon advised of the Attorney General's ruling and the inability of the Commission to afford the relief asked for.

ATTORNEY GENERAL'S OPINIONS

Whether the inadvertent payment of higher than legal freight rate would bar subsequent recovery of excess amount by shipper.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minnesota, Jan. 7, 1908.

To the Railroad and Warehouse Commission, of the State of Minnesota.

Gentlemen: In your favor of the 7th inst. you state that between the 18th day of January, 1903 and December 7th, 1903, there existed a tariff, which was properly published and filed, on the Chicago Great Western Road, between the stations of Minneapolis and Winona, of ten cents per cwt. on agricultural implements in carload lots; that in March 1903 different shippers were obliged to pay between Minneapolis and Rochester on agricultural implements in car-lots, a rate of $16\frac{1}{2}$ cents per cwt., and a rate from Minneapolis to St. Charles, Minnesota, on the same commodity, of $17\frac{1}{2}$ cents per cwt. You state further that under the law relating to the subject, and your uniform rulings, the highest rate that the railway company was entitled to receive upon these shipments, was the rate from Minneapolis to Winona; and you ask whether a voluntary payment of freight by shippers at a rate above that, would bar their recovery of the excess amount, upon their discovering that they paid more than the legal rate.

I beg to advise you that such payment would not bar a recovery, unless at the time of payment the parties all knew all of the facts affecting the matter, and even then, I have some doubt whether a public service corporation can exact an unlawful charge and plead as a defense that the payment was voluntary, when it is asked to refund it. I am clearly of the opinion that this is a case of reparation.

Yours truly,

E. T. YOUNG, Attorney General.

Whether a railroad company can carry free for its contractor, the men and materials necessary for the work, this being a feature of the contract.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, January 14, 1908.

Hon. C. F. Staples, Railroad and Warehouse Commissioner.

Dear Sir: In your communication of January 9th, you ask for an interpretation of a part of our law governing the question of free transportation on railroads.

In submitting the question you call attention to the Federal act regulating interstate commerce, and the clause thereof relating to free transportation, which is quite similar to the provision of our law on the subject.

You further state that it is the desire of your Commission to maintain, as far as possible, uniformity in the rules relating to interstate and intra-state commerce within the State.

The question is, can a railroad company carry free for its contractor engaged in the construction or repair of its road, the material and men necessary for the work, where such free transportation was agreed upon when the contract was made; or must the contractor pay the regular price for the transportation of his men and materials, and require the company to pay him that much more on his contract?

The Interstate Commerce Commission held, in their decision No. 14-A, to which you call my attention, that under the Federal law the free transportation of men and materials under such circumstances, is not prohibited, if such service is provided for in the construction contract. In the interest of that uniformity of ruling and administration between your Commission and the Federal Commission, which is so desirable—and I might say necessary,—I think you would be justified in construing our State law the same way. As an original proposition I would be disposed to hold to a more literal construction of the law; but I am satisfied that under the circumstances the confusion that would result from such a conflict as would be precipitated, is a conclusive argument against such construction.

I beg to remain, yours truly,

E. T. YOUNG, Attorney General.

As to right of a railway company to give free or reduced rates for transportation of personal property of employees.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., March 3, 1908.

Hon. C. F. Staples, Railroad and Warehouse Commissioner.

Dear Sir: Yours of recent date enclosing a communication to you from the General Freight Agent of the Duluth & Iron Range Railroad Company, in which he calls attention to Chapter 449 of the Laws of 1907, and asks for an opinion as to the right of a railroad company to give free or reduced rates for transportation of personal property of employes of such company, is hereby acknowledged.

In answer I will say that the act referred to prohibits the granting to or the use of by any person, of any free pass, frank or special privilege withheld from any other person, excepting to those persons who are expressly excluded from the provisions of the act, and among such persons are named employes of railroad companies. Therefore, you are advised that railroad companies can grant free transportation or reduced rates to their **bona fide** employes for the transportation of such employes or their property from one point to another.

Yours truly,

C. S. JELLEY,
Special Counsel.

As to the validity of country grain warehouse receipts not strictly in conformity to statutory form.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., March 11, 1908.

Hon. C. F. Staples, Railroad and Warehouse Commissioner.

Dear Sir: Yours of recent date enclosing a letter to you from Supervising Inspector of County Elevators, Mr. Henry Feig, with four sample forms of receipts issued by as many different elevator companies, and asking for an opinion as to whether such receipts are legal under the provisions of Chapter 230, G. L. 1907, is hereby acknowledged.

In answer I will say that the act referred to sets out a certain definite and specific form of receipt to be given by public warehousemen when grain is received by them for storage and shipment. The statute further provides for the printing in red ink upon the reverse side of the storage receipt, of a receipt to be signed by the warehouseman if he purchases such storage receipt; the form of that receipt is also given, and any other form is prohibited.

The only one of the forms of storage receipts submitted which meets the requirements of the statute, is that of the S. C. Odenborg's Elevator, and that is not complete without the addition of the words "return of this," before the word "receipt" in the sixth line from the bottom of the same in the body thereof. The receipt of the Monarch Elevator Company, that of Andrews & Gage, and that of the A. C. Hatch Grain Company, do not meet the requirements of the statute as to the storage receipt; and those of the Monarch Elevator Company and the A. C. Hatch Grain Company do not comply with the statute as to the receipt which should be upon the reverse side of the same.

The object and intention of Chapter 230 was to have public warehousemen when receiving grain for storage or shipment, issue a uniform receipt therefor, and the failure to issue the receipt as directed, or the issuance of any slip, memoranda or any other form of receipt, is made a misdemeanor by the act; and therefore a receipt in any other form than that prescribed would not be legal so far as the warehousemen are concerned, and would render them liable to prosecution for misdemeanor. In other words, if they see fit to change the prescribed form of receipt, they assume the risk of prosecution for a misdemeanor, but if any other form of receipt should be issued, I am of the opinion that the owner of the grain holding such receipt, in an action against the warehouseman, would not be estopped from showing that the grain had been stored. Therefore, if the companies wish to use the receipts which you have submitted, or if the Eagle Roller Mill Company wishes to make the proposed change suggested in their letter to you of March 3rd, such companies can do so at their own risk.

As requested by you, I herein return the said receipts as well as the letter from Mr. Feig to you.

Yours truly,

C. S. JELLEY,
Special Counsel.

Whether the St. Paul and Minneapolis and Suburban Railway Co. should be required to pay taxes on its gross earnings.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, March 14th, 1908.

Railroad and Warehouse Commission, Capitol.

Gentlemen: I have your favor of the 27th ult. asking my opinion on the matter of the payment of tax by the St. Paul, Minneapolis and Suburban Railway Company for this year.

You state that the Commission has sent blanks to the company asking them to make return under the gross earnings law, but that the company fears, if they make this return, double taxation might result, for the reason that their property has all been assessed according to the old method in the various tax districts in which it is located.

In view of the fact that the taxes upon the property of this company have already been assessed and are in process of collection, and in view also of the fact that the law relating to the taxation of railroads on their gross earnings was not intended, when enacted, to apply to street railway companies, it seems to me it would be better to permit the taxes of this company to be paid in the old way until the next session of the legislature, when the law which relates to its taxation may be changed, if the legislature deems it wiser to extend the gross earnings method unqualifiedly to this class of companies. I am advised that the direct taxes already assessed upon the property of this company will be greater than the amount that could be collected under the present gross earnings system, and that there would be no loss to the public resulting from adhering to the old method until the present uncertainty in the law is corrected.

Yours truly,

E. T. YOUNG, Attorney General.

Whether a petition for further reductions in Commodity Rates can be considered, the reasonableness of the rates, as already reduced, being in litigation.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., April 2, 1908.

Railroad and Warehouse Commission, St. Paul, Minnesota.

Gentlemen: You advise me that sometime ago Mr. James Manahan filed with you complaints asking you to take up and consider the rates on cattle and hogs from Northern Minnesota to the Twin Cities on the Great Northern Railway, and the rates on coal from Duluth on the Northern Pacific Railway. You call my attention to the fact that substantial reductions from the rates now in effect for carrying these commodities on those roads, are embodied in the law passed last winter, known as the "Commodity Rate Law," and which is now in litigation in the United States Circuit Court in this State, some of the features of which were involved in the recent decision of the United States Supreme Court. You

ask whether, in view of the present situation of the suits pending in the Federal Court, involving the reductions which have not yet gone into effect, it would be advisable to undertake a re-examination of the question, with a view to making further reductions in the rates referred to.

I beg to advise you that this department is now preparing to try on the merits, in the Federal Court, the reasonableness of the commodity rates, including the rates on live stock and coal prescribed by the law of last winter.

It is the part of wisdom, it seems to me, to get into effect the rates prescribed by the law referred to, rather than to undertake, before they go into effect, to reduce the same rates still further. If we cannot establish the reasonableness of the rates that are now in litigation, we would have no chance whatever to uphold rates that were still lower. On the contrary, if we upheld the rates that are prescribed by the commodity rate law, it will, it seems to me, then be time enough to consider whether any further reduction in the same rates could reasonably be obtained.

While we must be firm in asserting and upholding the rights of the State, we must also be reasonable. The Supreme Court has upheld a temporary injunction suspending the operation of the commodity rates made last winter, on the ground that they are *prima facie* confiscatory. It hardly seems wise to meet the issue by prescribing other rates that would be still more confiscatory.

However, this matter is exclusively for your Commission to decide. If you desire to enter upon an investigation of rates covering these commodities, this department will furnish you any legal assistance that you may need, and be governed entirely by what you decide to do in the matter.

Yours truly,

E. T. YOUNG, Attorney General.

As to authority of the Commission to either lease or sell the State Elevator site, located at Duluth.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, April 10, 1908.

Hon. Ira B. Mills, Chairman, Railroad and Warehouse Commission.

Dear Sir: Yours of the 10th inst. is hereby acknowledged.

You state:

"By Chapter 30, General Laws 1893, this Commission was authorized to purchase a site and build a State Elevator at Duluth out of funds in the Treasury belonging to the Warehouse Fund. That under authority conferred by that act the Commission purchased a site for an elevator, the title for which was taken in the name of the State of Minnesota. That some parties in Duluth now wish to purchase or lease this site."

You ask: "Has the Commission any right either to lease or sell the same?"

In answer thereto I beg to advise you that it is the opinion of this office that such question must be answered in the negative.

Very truly,

C. LOUIS WEEKS,
Special Assistant.

Whether a shipper's demurrage claim can be applied as an offset against a similar claim of railway company.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., July 30, 1908.

Hon. A. C.-Clausen, Railroad and Warehouse Commission.

My dear Sir: From your favor of July 27th, addressed to the Attorney General and which has been handed me in his absence for reply, you call attention to the provisions of Chapter 23 of the Laws of Minnesota for the year 1907, the same being commonly known as the Reciprocal Demurrage Law of that year, and you ask whether under its provisions a claim for demurrage by a shipper against a railway company arising thereunder can be offset against similar claim held by the same company against the same shipper.

Replying thereto I beg to advise that unless both claims arise out of the same transaction, in my opinion your inquiry is to be answered in the negative.

Your inquiry is thus answered as a matter of courtesy to your department. However, permit me to suggest that the so-called reciprocal demurrage act does not depend upon the Railroad and Warehouse Commission for its enforcement, nor is the Commission charged therewith thereby, but that the same is a statute affecting the rights of shippers and railway companies which they themselves may ascertain by application to courts, if they cannot otherwise agree.

Yours truly,

GEORGE T. SIMPSON,
Assistant Attorney General.

Whether an underground crossing can be construed to be a safety device under the provisions of Chapter 280, G. L. 1905.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, Minn., August 1, 1908.

Hon. Ira B. Mills, Railroad and Warehouse Commission.

My Dear Sir: You call the attention of this office orally to the provisions of Chapter 280 of the Laws of Minnesota for the year 1905, as amended, the same being entitled:

"An Act to compel railway companies to establish and maintain gates, flagmen or other safety devices in villages or cities upon the order of the Railroad and Warehouse Commission."

And you ask whether, in the opinion of this office, the provisions of said act apply where a railway company has filled in a public highway and placed its tracks thereon, and whether in such a case the Railroad and Warehouse Commission would be authorized to order the railway company to build an underground crossing thereunder—in other words, whether an underground crossing is a safety device.

In reply thereto I beg to advise that, in my opinion, your inquiry is to be answered in the negative. You will note that both in the title of the

act and in the body of the same, railway companies may be compelled to "establish and maintain gates, flagman or other safety devices." I think that the words "other safety devices" used in connection with the words "gates and flagmen" must be construed to include only such devices as are like gates and flagmen, for instance bells and whistles, and do not include and were never intended by the legislature to include a structure such as is contemplated by an underground crossing.

Yours truly,

GEORGE T. SIMPSON,
Assistant Attorney General.

Whether a railway company can enforce collection of demurrage for delay in unloading cars, such delay being caused by irregular delivery by company.

OFFICE OF THE ATTORNEY GENERAL.

St. Paul, October 17, 1908.

Railroad and Warehouse Commission, St. Paul, Minnesota.

Gentlemen: In your favor of the 16th inst. you refer to a claim of Page, Hill Company of Minneapolis against the Minnesota & International Railway Company, arising under Chapter 23, General Laws 1907, known as the Reciprocal Demurrage Act. You state that Page, Hill & Company shipped nineteen carloads of cedar posts and poles from points on the Minnesota and International Railway Company, consigned to themselves at Minneapolis, but that the cars did not move within the prescribed time nor at the average rate of speed provided by said act; that by reason of this fact the cars were bunched so that fifteen of them reached the Minnesota Transfer in one day, and the consignees were unable to unload them within the time prescribed by the Reciprocal Demurrage Law, as they would have been had the cars moved at the average daily speed required by that law. That by reason of these facts demurrage charges have been assessed against Page, Hill & Company, amounting to \$15.00, against which the Company desire to offset the penalty which attaches to the Railway Company for their failure to move the cars as provided by the act. You further state that the Railway Company takes the position that their claim for demurrage must be paid, and that consignors may file with the Company their claim against it for delay.

You ask whether the reciprocal claims of these parties growing out of the transaction referred to, are proper subjects of offset, or whether the shippers must pay the Company's claim and then file their claim with the Company for allowance.

I beg to say that the reciprocal demurrage law is in a sense self-executing, and that neither your Commission nor this office is charged with its enforcement. Claims arising under the laws are private in their nature and are primarily for adjustment between the shipper and the carrier the same as any other private claim. But in my opinion, if the carrier undertakes to collect demurrage under the provisions of that law, it should also

be willing to subject itself to the penalties against it arising under the same act.

You are doubtless aware that the railway companies are claiming that the reciprocal demurrage law is unconstitutional, and a proceeding to test its validity is now pending in the District Court of Hennepin county. It is therefore entirely likely that any claim filed by the shippers with the Company would not be allowed until the courts ultimately pass upon the validity of the act. Under these circumstances it hardly seems fair for the Company to ask for immediate payment of demurrage arising in their favor, and an indefinite postponement of demurrage arising against them.

Yours truly,

E. T. YOUNG, Attorney General.

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	IIa	Accidents resulting from movement of trains.
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	III	Capital Stock.
	IIIa	Funded Debt.
	IV	Cash and Current Assets.
	IVa	Current Liabilities.
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	VII to VIIb	Income Account.
	VIII	Profit and Loss Account, Debit.
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	IX to IXd	Operating Revenues, Minnesota.
	X	Stocks owned.
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	XXII	Description of Equipment.
	XXIII	Gross Earnings and Taxes, Minnesota.

TABLE I.

MILES OF MAIN TRACK AND BRANCHES OF RAILROADS IN ALL STATES
AND IN MINNESOTA, EXCLUSIVE OF TRackage RIGHTS, JUNE, 30, 1908.

NAME OF RAILROAD	Total Mileage	Miles in Minnesota
Minnesota & Manitoba Railway Company.....	43.70	43.70
Canadian Northern Railway Company.....	2,628.20	.....
Chicago & Northwestern Railway Company.....	7,584.98	650.30
Chicago, Burlington & Quincy Railroad Company.....	8,809.09	23.61
Chicago, Great Western Railway Company.....	733.23	117.63
Chicago, Milwaukee & St. Paul Railway Company.....	7,286.09	1,241.79
Chicago, Rock Island & Pacific Railway Company.....	8,013.23	236.05
Chicago, St. Paul, Minneapolis & Omaha Railway Company....	1,659.97	434.33
Dubuque & Sioux City (Illinois Central) Railroad Company....	759.88	29.99
Duluth & Iron Range Railroad Company.....	229.29	229.29
Duluth & Northeastern Railroad Company.....	62.50	62.50
Duluth & Northern Minnesota Railway Company.....	96.10	96.10
Duluth, Missabe & Northern Railway Company.....	271.25	271.25
Duluth, South Shore & Atlantic Railway Company.....	588.20	.....
Duluth, Rainy Lake & Winnipeg Railway Company.....	92.90	92.90
Great Northern Railway Company.....	6,586.09	2,038.14
Green Bay & Western Railway Company.....	225.00	.....
Iowa Central Railway Company.....	539.27	.....
Mason City & Fort Dodge Railway Company.....	398.13	27.33
Minneapolis & Rainy River Railway Company.....	53.02	53.02
Minneapolis & St. Louis Railroad Company.....	997.83	378.02
Minneapolis, Red Lake & Manitoba Railway Company.....	33.50	33.50
Minneapolis, St. Paul & Sault Ste. Marie Railway Company..	2,289.29	541.03
Minnesota & International Railway Company.....	193.66	193.66
Minnesota & North Wisconsin Railway Company.....	55.30	55.30
Northern Pacific Railway Company.....	5,943.61	1,045.10
Wisconsin Central Railway Company.....	962.80	25.32
Wisconsin, Minnesota & Pacific Railway Company.....	271.00	248.50
	57,397.11	8,168.36

STATEMENT SHOWING YEARLY INCREASE IN MILEAGE SINCE 1862, IN MINNESOTA.

Year.	Miles.	Year.	Miles.
1862.....	10.00	1886.....	4,368.36
1863.....	57.00	1887.....	4,871.04
1864.....	100.00	1888.....	5,042.74
1865.....	210.00	1889.....	5,303.07
1866.....	315.00	1890.....	5,409.11
1867.....	429.00	1891.....	5,527.55
1868.....	560.00	1892.....	5,615.77
1869.....	766.00	1893.....	5,863.89
1870.....	1,092.50	1894.....	5,912.43
1871.....	1,500.25	1895.....	5,990.78
1872.....	1,900.00	1896.....	5,991.31
1873.....	1,907.25	1897.....	6,086.35
1874.....	1,947.25	1898.....	6,062.69
1875.....	1,957.25	1899.....	6,338.37
1876.....	1,986.75	1900.....	6,794.68
1877.....	2,198.50	1901.....	6,993.63
1878.....	2,549.28	1902.....	7,165.93
1879.....	2,941.83	1903.....	7,250.01
1880.....	3,099.32	1904.....	7,467.21
1881.....	3,217.26	1905.....	7,791.85
1882.....	3,332.93	1906.....	7,937.12
1883.....	3,767.95	1907.....	8,023.09
1884.....	3,908.98	1908.....	8,168.37
1885.....	4,226.42		

TERMINAL AND TRANSFER RAILWAYS.

NAME OF RAILROAD	Mileage in Minnesota
Duluth Belt Line.....	2.00
Duluth Terminal Railway.....	1.82
Minneapolis Eastern Railway.....	2.94
Minneapolis Western Railway.....	1.69
Minnesota Transfer Railway.....	*69.80
Railway Transfer of Minneapolis.....	8.80
Winona Bridge Railway.....	.49
Total.....	87.54

*Not reported for 1908.

TABLE II
ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS, STATE OF MINNESOTA, FOR YEAR
ENDING JUNE 30, 1908.

KIND OF ACCIDENT	Railway Employees										Postal Clerks, Express Messengers, Pullman Employees, etc.				Other Persons												
	Switch-tenders Crossing and Watchmen		Station-men		Shop-men		Track-men		Tele-graph Em-ployees		Other Em-ployees		Total		Pas-sen-gers		Killed		Injured		Tres-pass-ing		Not Tres-pass-ing		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
Coupling or uncoupling.....	7	63	1	7	1	1	1	1	1	1	1	9	72	1	9	72	1	9	72	1	9	72	1	9	72	1	9
Collisions	8	74	1	4	1	1	1	1	1	1	1	12	83	2	12	83	2	12	83	2	12	83	2	12	83	2	12
Deraillments	5	40	1	1	1	1	1	1	1	1	1	6	50	2	6	50	2	6	50	2	6	50	2	6	50	2	6
Parting of trains.....	13	18	1	1	1	1	1	1	1	1	1	13	18	1	13	18	1	13	18	1	13	18	1	13	18	1	13
Locomotives or cars breaking down.....	8	119	1	6	2	2	1	4	6	1	1	7	139	2	7	139	2	7	139	2	7	139	2	7	139	2	7
Falling from trains, loco. or cars.....	5	119	1	2	2	2	1	6	2	2	1	8	140	2	8	140	2	8	140	2	8	140	2	8	140	2	8
Jump'g on or off trains, loco. or cars.....	1	120	1	2	2	2	1	6	2	2	1	11	140	2	11	140	2	11	140	2	11	140	2	11	140	2	11
Struck by trains, loco. or cars.....	5	17	3	5	3	2	9	12	4	14	21	53	1	53	1	53	1	53	1	53	1	53	1	53	1	53	
At highway crossings.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
At stations.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
At other points along track.....	9	259	5	5	1	11	2	18	1	48	12	342	2	38	2	38	2	38	2	38	2	38	2	38	2	38	
Other causes	1	24	1	1	1	1	1	1	1	1	1	1	25	1	1	25	1	1	25	1	1	25	1	1	25	1	1
Overhead obstructions.....	41	742	5	30	1	6	17	12	43	11	103	70	941	4	193	23	105	116	15	93	124	435	15	93	124	435	

TABLE 11a

ACCIDENTS TO PERSONS BY ROADS RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS, IN STATE OF MINNESOTA, FOR YEAR ENDING JUNE 30, 1906.

NAME OF RAILROAD	Railway Employees														Other Persons												
	Train-men		Switch-men, Watch-men, F'gm'n		Sta-tion-men		Shop-men		Track-men		Tele-graph Em-ployees		Other Em-ployees		Total		Pas-sengers		Postal Clerks, Ex-press Mes-senger Pul-man Em-p'ly ees, etc.		Tres-passing		Not Tres-passing		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
Minnesota & Manitoba Ry. Co.	2	2																									
Canadian Northern Ry. Co.	1	55																									
Chicago & Northwestern Ry. Co.	1	4																									
Chicago, Burlington & Quincy R. R.	1	4																									
Chicago, Great Western Ry. Co.	1	10																									
Chicago, Milwaukee & St. Paul Ry.	8	35																									
Chicago, Rock Island & Pacific Ry.	1	22																									
Chicago, St. P., Mpls. & Omaha	3	47																									
Dubuque & Sioux City (Ill. Cent.)	1	1																									
Duluth & Iron Range R. R.	33	1																									
Duluth & Northeastern R. R.	2	5																									
Duluth & Northern Minnesota	2	5																									
Duluth Belt Line	2	57																									
Duluth, Missabe & Northern Ry.	2	57																									
Duluth, South Shore & Atlantic	2	57																									
Duluth Terminal Ry. Co.	1	1																									
Duluth, Rainy Lake & Winnipeg	5	5																									
Great Northern Ry. Co.	11	248																									
Green Bay & Western Ry. Co.	1	1																									
Iowa Central Ry. Co.	1	1																									
Mason City & Ft. Dodge Ry. Co.	1	1																									
Minneapolis & Rainy River Ry. Co.	1	1																									
Minneapolis & St. Louis R. R.	2	25																									
Minneapolis Eastern Ry. Co.	1	1																									
Minneapolis, Red Lake & Manitoba	1	1																									
Mpls., St. P. & Sault Ste. M. Ry.	4	17																									
Minneapolis Western Ry. Co.	1	1																									
Minnesota & International Ry. Co.	7	7																									
Minnesota & North Wisconsin Ry.	2	19																									
Minnesota Transfer Ry. Co.	3	124																									
Northern Pacific Ry. Co.	1	1																									
Railway Transfer of Minneapolis	1	1																									
Winona Bridge Ry. Co.	1	1																									
Winona Central Ry. Co.	4	4																									
Wisconsin Central Ry. Co.	3	3																									
Wisconsin, Minnesota & Pacific	41	743	5	30	1	6	17	12	43	11	103	70	941	4	198	28	105	116	15	93	124	435					

TABLE IIb

ACCIDENTS TO PERSONS BY ROADS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS, IN STATE OF MINNESOTA, FOR YEAR ENDING JUNE 30, 1908.

NAME OF RAILROAD	Employees								Passengers				Post' Clerks Express- men, Pul- man Em- ployees, etc.		Other Persons		Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Station- men		Shop- men		Track- men		Other Em- ployees		Total		Killed		Injured		Killed	Injured																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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TABLE III.
CAPITAL STOCK, ENTIRE LINE, JUNE 30, 1908.

NAME OF RAILROAD	Common	Preferred	Total	Amount Per Mile	Mileage pro- portion of Stock for Minn.
Minnesota & Manitoba Railway Company.....	\$400,000	.....	\$400,000	\$9,153	\$400,000
Canadian Northern Railway Company.....	30,750,000	.....	30,750,000	13,435	.....
Chicago & Burlington & Quincy Railroad Company.....	101,750,000	.....	124,351,685	16,807	10,929,592
Chicago, Great Western & Quincy Railroad Company.....	110,832,709	\$22,398,954	110,839,100	12,582	297,061
Chicago, Milwaukee & St. Paul Railway Company.....	44,465,195	62,626,731	107,091,926	145,530	17,118,994
Chicago, Rock Island & Pacific Railway Company.....	83,377,960	49,976,400	133,354,360	18,302	22,727,346
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	74,589,600	140,400	75,000,000	4,298	8,396,987
Dubuque & Sioux City (Illinois Central) Railroad Company.....	21,403,293	12,646,833	34,050,126	20,512	8,908,877
Duluth & Iron Range Railroad Company.....	11,759,500	.....	11,759,500	13,475	464,095
Duluth & Northeastern Railroad Company.....	300,000	500,000	800,000	13,084	300,000
Duluth & Northern Minnesota Railway Company.....	200,000	.....	200,000	7,383	500,000
Duluth, Missabe & Northern Railway Company.....	13,850,000	.....	13,850,000	2,081	200,000
Duluth, South Shore & Atlantic Railway Company.....	4,112,500	.....	4,112,500	6,926,000	13,860,000
Duluth Terminal Railway Company.....	12,000,000	10,000,000	22,000,000	15,161	4,112,500
Duluth, Rainy Lake & Winnipeg Railway Company.....	50,000	.....	50,000	37,402	.....
Great Northern Railway Company.....	2,000,000	.....	2,000,000	27,472	50,000
Green Bay & Western Railway Company.....	209,962,750	.....	209,962,750	20,131	2,000,000
Iowa Central Railway Company.....	2,500,000	.....	2,500,000	30,436	62,032,829
Mason City & Ft. Dodge Railway Company.....	19,205,400	8,524,684	27,730,084	11,111	.....
Minneapolis & St. Louis Railroad Company.....	400,000	13,635,752	14,035,752	28,271	2,373,637
Minneapolis Eastern Railway Company.....	6,000,000	4,000,000	10,000,000	86,851	2,373,637
Minneapolis, Red Lake & Manitoba Railway Company.....	100,000	.....	100,000	9,588	400,000
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	100,000	.....	100,000	15,821	5,980,654
Minneapolis Western Railway Company.....	125,000	.....	125,000	42,517	125,000
Minnesota & International Railway Company.....	100,000	.....	100,000	2,985	100,000
Minnesota Transfer Railway Company.....	16,800,000	8,400,000	25,200,000	10,771	5,827,434
Northern Pacific Railway Company.....	350,000	.....	350,000	147,929	250,000
Northern Transfer of Minnesota.....	500,000	.....	500,000	2,586	500,000
Winona Bridge Railway Company.....	10,000	.....	10,000	181	10,000
Wisconsin Central Railway Company.....	70,000	.....	70,000	5,170	70,000
Wisconsin, Minnesota & Pacific Railway Company.....	155,000,000	.....	155,000,000	25,249	26,387,730
.....	300,000	.....	300,000	.....	300,000
.....	400,000	.....	400,000	388,349	190,291
.....	17,500,000	12,500,000	30,000,000	25,143	536,621
.....	5,893,490	.....	5,893,490	21,747	5,404,129
Average.	\$955,861,053	\$202,499,841	\$1,158,360,894	*\$20,158	\$195,742,771

*Average.

TABLE
FUNDED DEBT, ENTIRE

NAME OF RAILROAD	Mortgage Bonds.	Plain Bonds, Debentures and Notes.	Collateral Trust Bonds.
Minnesota & Manitoba Railway Co.	\$599,000	\$.....	\$.....
Canadian Northern Railway Co.	17,287,733	33,414,713	
Chicago Northwestern Railway Co.	139,626,000	25,740,000	30,549,000
Chicago, Burlington & Quincy Railroad Co.	158,449,000	16,647,000	7,968,000
Chicago, Great Western Railway Co.			
Chicago, Milwaukee & St. Paul Railway Co.	125,679,500		
Chicago, Rock Island & Pacific Railway Co.	162,219,000		20,940,000
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	29,584,091		
Dubuque & Sioux City Railroad (Illinois Central)....	6,730,000		
Duluth & Iron Range Railroad Co.	13,151,000		
Duluth & Northeastern Railroad Co.			
Duluth & Northern Minnesota Railroad Co.			
Duluth Belt Line.			
Duluth, Missabe & Northern Railway Co.	9,043,000		
Duluth, South Shore & Atlantic Railway Co.	20,000,000		
Duluth Terminal Railway Co.	175,000		
Duluth, Rainy Lake & Winnipeg Railway Co.	2,000,000		
Great Northern Railway Co.	125,897,909		107,613,000
Green Bay & Western Railway Co.			
Iowa Central Railway Co.	13,137,295		
Mason City & Ft. Dodge Railway Co.	12,000,000		
Minneapolis & Rainy River Railway Co.		400,000	
Minneapolis & St. Louis Railroad Co.	20,011,800	5,000,000	
Minneapolis Eastern Railway Co.	150,000		
Minneapolis, Red Lake & Manitoba Railway Co.	700,000		
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	55,295,000		
Minneapolis Western Railway Co.	500,000		
Minnesota & International Railway Co.	2,145,000		
Minnesota & North Wisconsin Railway Co.			
Minnesota Transfer Railway Co.	1,908,000		
Northern Pacific Railway Co.	190,237,500		107,613,000
Railway Transfer of Minneapolis.			
Winona Bridge Railway Co.	384,000		
Wisconsin Central Railway Co.	33,376,000		
Wisconsin, Minnesota & Pacific Railway Co.	5,811,000		
	\$1,146,396,828	\$81,201,713	\$274,683,000

*Average.

IIIa.

LINE, JUNE 30, 1908.

Income Bonds.	Miscellaneous Obligations.	Equipment Trust Obligations.	Total per Value Outstanding.	Amount per Mile.	Mileage Proportion Bonded Debt for Minn.
			\$599,000	\$13.707	\$599,000
	\$2,000,000	\$9,628,790	62,331,236	26,416	
\$500,000			196,415,000	26,540	17,282,864
			183,064,000	20,781	490,699
		1,044,677	1,044,677	1,424	167,505
			125,679,500	17,249	21,419,635
		6,436,541	189,595,541	36,374	8,586,082
			29,884,091	18,002	7,818,806
	11,131,556		17,861,556	23,506	704,645
			13,151,000	57,355	13,151,000
3,175,473			3,175,473	1,587,736	3,175,473
			9,043,000	33,338	9,043,000
3,000,000		477,013	23,477,913	39,914	
			175,000	96,154	175,000
			2,000,000	20,121	2,000,000
			233,510,909	14,578	29,712,004
7,600,000			7,600,000	33,778	
			13,137,295	26,155	
			12,000,000	31,735	887,317
			400,000	9,588	400,000
		18,595	25,030,395	39,601	14,969,970
			150,000	51,020	150,000
			700,000	20,895	700,000
		1,743,000	57,038,000	24,379	13,189,770
			500,000	295,858	500,000
			2,145,000	11,097	2,145,000
			1,908,000	140,916	1,908,000
		2,239	297,852,799	30,988	32,385,559
			384,000	372,816	182,680
	500,000	634,105	34,510,105	28,924	732,355
			5,811,000	21,443	5,328,585
\$14,275,473	\$13,631,556	\$19,984,960	\$1,550,173,530	* \$26,966	\$187,765,191

TABLE

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF

NAME OF RAILROAD	Cash	Bills Receivable	Due from Agents
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....	\$5,334,518.62		
Chicago & Northwestern Railway Co.....	11,506,242.61	\$166,736.35	\$2,176,597.86
Chicago, Burlington & Quincy Railroad Co..	5,273,702.21	854,245.86	
Chicago Great Western Railway Co.....	139,038.15		412,675.15
Chicago, Milwaukee & St. Paul Railway Co..	8,393,550.38	61,060,368.80	1,688,246.08
Chicago, Rock Island & Pacific Railway Co..	2,445,391.77	1,857,668.34	1,758,011.30
Chicago, St. Paul, Minneapolis & O. Ry. Co..	696,962.84	6,019.54	390,915.55
Dubuque & Sioux City (Ill. Cent.) R. R. Co..			
Duluth & Iron Range Railroad Co.....	3,910,202.09		93,759.70
Duluth & Northeastern Railroad Co.....	296.78		924.79
Duluth & Northern Minnesota Railway Co...			181,606.70
Duluth Belt Line.....	356.20		
Duluth, Missabe & Northern Railway Co....	2,599,685.34		75,718.60
Duluth, South Shore & Atlantic Railway Co..	32,153.28		65,004.45
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co.....			
Great Northern Railway Co.....	11,688,302.20	3,439,900.27	1,810,222.74
Green Bay & Western Railway Co.....	163,631.78	29,693.52	12,358.25
Iowa Central Railway Co.....	430,030.24	500.00	57,335.52
Mason City & Ft. Dodge Railway Co.....	3,465.34		
Minneapolis & Rainy River Railway Co.....	1,000.05		
Minneapolis & St. Louis Railroad Co.....	377,863.49	14,673.41	99,430.60
Minneapolis Eastern Railway Co.....	16,397.31		
Minneapolis, Red Lake & Manitoba Ry. Co..	719.74	645.35	196.48
Minneapolis, St. P. & Sault Ste. M. Ry. Co..	1,640,754.67	337.45	366,489.97
Minneapolis Western Railway Co.....	2,144.02		
Minnesota & International Railway Co.....	72,996.07	475,071.36	5,176.27
Minnesota & North Wisconsin Railway Co..			
Minnesota Transfer Railway Co.....	15,654.53		
Northern Pacific Railway Co.....	34,900,794.91	191,118.18	830,721.20
Railway Transfer of Minneapolis.....	11,509.82		
Winona Bridge Railway Co.....	26,765.55		
Wisconsin Central Railway Co.....	1,291,477.50		464,735.19
Wisconsin, Minnesota & Pacific Railway Co..			
	\$90,975,607.49	\$68,096,978.43	\$10,490,126.40

IV.

CURRENT LIABILITIES FOR ENTIRE LINES, JUNE 30, 1908.

Due from Solvent Companies and Individuals	Traffic Balances Due from Other Companies	Other Cash Assets	Total Cash and Current Assets	Balance Current Liabilities	Total
*\$3,197,047.09		\$8,395,872.06	\$16,927,437.77		\$16,927,437.77
218,101.00		518,349.43	14,586,027.25		14,586,027.25
3,514,235.55	\$1,451,117.63	65,387.58	11,158,688.83		11,158,688.83
1,501,477.21			2,053,190.51	\$10,595,067.20	12,648,257.71
	785,977.81	649,453.58	72,577,596.65		72,577,596.65
6,223,146.90			12,284,218.31	1,649,602.11	13,933,820.42
118,106.73			1,212,004.66	1,000,996.25	2,213,000.91
6,245.85		243.82	6,489.67	373.73	6,863.40
58,103.11			4,062,064.90		4,062,064.90
364.84		950.26	2,536.67	353,059.80	355,596.47
		1,200.00	181,606.70	810,955.80	992,562.50
			1,556.20	30,198.53	31,754.73
4,471,836.61	10,895.93		7,158,136.48		7,158,136.48
246,648.81	125,909.27		469,715.81	5,115,455.40	5,585,171.21
	98,634.24		98,634.24		98,634.24
1,050.00		496.65	1,546.65	44,958.72	46,505.37
2,220,882.30	102,167.27		19,261,474.78		19,261,474.78
4,745.18	22,019.13		232,447.86		232,447.86
240,491.23	25,663.19	23,601.06	777,621.24		777,621.24
44,102.84			47,568.18	92,128.45	139,696.63
82,441.84			83,441.89	753,533.74	841,975.63
5,186,998.63		28,793.94	5,707,760.07		5,707,760.07
842.80	6,010.10		22,750.21	44,376.17	67,126.38
12,135.41			13,696.98	94,886.44	108,583.42
422,056.80	273,570.09		2,703,208.98		2,703,208.98
20,612.87			22,756.89	25,067.00	47,823.89
67,968.52	20,774.02	798.06	642,784.30		642,784.30
				618,702.43	618,702.43
20,045.98			35,700.51		35,700.51
6,149,816.92		30,563,498.70	72,635,949.91		72,635,949.91
21,716.22			33,226.04		33,226.04
	5,264.30		32,029.85		32,029.85
188,515.04		631,179.25	2,575,906.98		2,575,906.98
21,447.06			21,447.06	498,043.55	519,490.61
\$34,260,683.34	\$2,928,002.98	\$40,879,824.39	\$247,631,223.03	\$21,732,405.82	\$269,363,628.35

*Due from agents and traffic balance due from other companies included.

TABLE IVa.
CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1908, FOR ENTIRE LINES.

NAME OF RAILROAD	Receiv- ers' Cer- tificates	Loans and Bills Payable	Audited Vouchers and Accounts	Wages and Salaries	Traffic Balances due to other Companies
Minnesota & Manitoba Railway Company.....			\$814,347.47	\$453,717.75	\$498,407.46
Canadian Northern Railway Company.....			1,293,873.67	2,032,970.86	146,293.48
Chicago & Northwestern Railway Company.....			3,680,842.96	2,524,771.74	539,710.72
Chicago, Burlington & Quincy Railroad Company.....			1,667,411.16	454,434.86	134,534.86
Chicago Great Western Railway Company.....		\$9,525,848.38	2,682,767.02	2,716,796.82	73.16
Chicago, Milwaukee & St. Paul Railway Company.....			4,498,476.38	1,901,650.53	512.22
Chicago, Rock Island & Pacific Railway Company.....		3,520,000.00	310,127.61	396,141.05	386,770.29
Chicago, St. Paul, Minneapolis & Omaha Railroad Company.....			711.60		
Dubuque & Sioux City (Illinois Central) Railroad Company.....			21,371.14	134,130.58	6,494.14
Duluth & Iron Range Railroad Company.....			450.47	2,337.07	154.77
Duluth & Northeastern Railroad Company.....		292,000.00	992,562.50		
Duluth & Northern Minnesota Railway Company.....					
Duluth Belt Line.....					
Duluth, Missabe & Northern Railway Company.....		31,754.73			
Duluth, South Shore & Atlantic Railway Company.....			153,943.80	133,790.07	11,432.09
Duluth Terminal Railway Company.....		313,427.11	177,442.48	137,386.97	158,959.47
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Great Northern Railway Company.....			41,768.96		
Green Bay & Western Railway Company.....			3,366,625.10	2,423,494.32	
Iowa Central Railway Company.....		340,279.54	24,451.08	16,500.08	4,504.46
Mason City & Ft. Dodge Railway Company.....		100,000.00	125,583.98	89,432.89	
Minneapolis & Rainy River Railway Company.....			39,696.63		
Minneapolis & St. Louis Railroad Company.....		650,000.00	15,649.63	13,779.18	
Minneapolis Eastern Railway Company.....			164,640.26	133,320.35	83,410.74
Minneapolis, Red Lake & Manitoba Railway Company.....			1,019.83	1,195.83	75.50
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....		3,000.00		178.84	47.50
Minneapolis Western Railway Company.....			842,804.54	459,600.10	
Minnesota & International Railway Company.....			33,981.09	1,242.80	
Minnesota & North Wisconsin Railway Company.....			30,760.07	24,630.61	
Minnesota Transfer Railway Company.....			618,702.43		
Northern Pacific Railway Company.....			4,006,194.57	2,369,525.45	91,368.71
Railway Transfer of Minneapolis.....				3,597.65	29,628.39
Winona Bridge Railway Company.....			447.62		
Wisconsin Central Railway Company.....			416,595.56		
Wisconsin, Minnesota & Pacific Railway Company.....			519,490.61	266,281.81	52,079.95
		\$14,776,309.78	\$26,401,727.92	\$16,682,407.33	\$2,422,937.91

TABLE IVa—Continued.
CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1908, ENTIRE LINES.

NAME OF RAILROAD	Dividends not called for	Matured Interest Coupons Unpaid	Rents due July 1,	Miscellaneous	Total Current Liabilities	Balance Cash Assets	Total
Minnesota & Manitoba Railway Co.		\$674,528.19		\$47,755.35	\$2,417,754.22	\$14,509,683.55	\$16,927,437.77
Canadian Northern Railway Co.	\$3,936,279.75	266,102.02	\$15,000.00	227,168.95	8,157,677.73	6,438,349.52	14,586,027.25
Chicago & Northwestern Railway Co.	8,460.00	2,239,796.00		174,048.75	9,112,629.37	2,046,059.46	11,158,688.83
Chicago, Burlington & Quincy R. R. Co.		816,028.53			12,648,257.71		12,648,257.71
Chicago, Great Western Railway Co.		40,173.00			8,150,814.80	64,436,781.85	72,577,556.65
Chicago, Milwaukee & St. Paul Ry. Co.		2,702,005.00	4,209.00	1,439,754.47	13,933,820.42		13,933,820.42
Chicago, Rock Island & Pacific Ry. Co.	754,561.32	1,904,647.50		1,043,655.00	2,213,000.91		2,213,000.91
Chicago St. Paul, Minneapolis & O. Ry. Co.	3,547.00	65,556.50	8,203.46		6,863.40		6,863.40
Dubuque & Sioux City R. R. (Ill. Cent.)	2,861.80	3,280.00			198,950.86		198,950.86
Dubuque & Iron Range Railroad Co.		37,855.00			355,298.47		355,298.47
Duluth & Northeastern Railroad Co.				60,154.16	392,592.50	3,863,214.04	4,062,064.70
Duluth & Northern Minnesota Ry. Co.					31,164.73		31,164.73
Duluth Belt Line		50,460.00			349,625.96	6,808,510.52	7,168,136.48
Duluth, South Shore & Atlantic Ry. Co.		4,797,955.18			5,586,171.21		5,586,171.21
Duluth, Terminal Railway Co.							98,694.34
Duluth, Rainy Lake & Winnipeg Ry. Co.						98,634.34	98,634.34
Duluth, Northern Railway Co.							46,506.37
Great Northern Railway Co.		1,648,847.23	10,000.00	4,746.41	7,450,190.65	11,811,284.13	19,261,474.78
Green Bay & Western Railway Co.		8,025.00		87,791.63	138,347.35	99,200.61	232,447.86
Iowa Central Railway Co.	720.00			170,349.99	734,391.40	43,228.84	777,621.24
Mason City & Fort Dodge Railway Co.					139,696.63		139,696.63
Minneapolis & Rainy River Railway Co.		74,680.50		812,546.82	841,375.63		841,375.63
Minneapolis & St. Louis Railway Co.		5,256.00		504,399.95	1,610,431.70	4,097,328.37	5,707,760.07
Minneapolis Eastern Railway Co.		102,874.99		59,585.22	67,126.88		67,126.88
Minneapolis, Red Lake & Man. Ry. Co.		1,045,360.00		2,482.09	108,583.42		108,583.42
Minneapolis, St. P. & S. Ste. M. Ry. Co.	1,765.00			222,680.08	2,565,209.72	137,998.26	2,703,208.98
Minneapolis Western Railway Co.		12,500.00			47,823.89		47,823.89
Minnesota & International Railway Co.				239,698.14	334,988.82	307,795.48	642,784.30
Minnesota & North Wisconsin Ry. Co.					28,491.66		28,491.66
Minnesota Transfer Railway Co.				28,491.66	618,702.43		618,702.43
Northern Pacific Railway Co.	2,714,354.50	1,170,825.75	1,955,409.41	9,416,028.23	21,724,196.62	50,911,753.29	72,635,949.91
Railway Transfer of Minneapolis					33,226.04		33,226.04
Winona Bridge Railway Co.					32,447.63		32,447.63
Wisconsin Central Railway Co.		510,815.00			1,244,472.32	1,331,134.66	2,575,906.98
Wisconsin, Minnesota & Pacific Ry. Co.					519,490.61		519,490.61
	\$7,457,722.37	\$18,137,380.39	\$1,992,821.87	\$14,532,570.90	\$102,403,878.45	\$166,959,749.90	\$269,363,628.35

TABLE V.

ADDITIONS AND BETTERMENTS EXPENDITURES JUNE 30, 1908—ENTIRE LINES AND STATE OF MINNESOTA.

NAME OF RAILROAD	Expenditures Entire Lines during year			Minnesota Expenditures during year			Total
	Charged to Capital	Charged to Special Fund	Charged to Income	Charged to Capital	Charged to Special Fund	Charged to Income	
Minnesota & Manitoba Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Canadian Northern Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Chicago & Northwestern Ry. Co.	\$7,888,187.59	.....	.....	\$679,147.41	.....	.....	\$679,147.41
Chicago, Burlington & Quincy R. R. Co.	6,281,387.98	.....	\$3,186,414.61	*166.96	.....	\$2,910.15	2,743.19
Chicago Great Western Ry. Co.	1,397,711.44	.....	60,606.76	*203,741.44	.....	9,442.53	213,183.97
Chicago, Milwaukee & St. Paul Ry. Co.	1,928,870.26	\$844,916.85	.....	328,872.38	\$144,953.32	.....	472,930.70
Chicago, Rock Island & Pacific Ry. Co.	3,510,829.49	.....	10,198.54	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha Ry.	739,750.53	89,669.80	.....	190,439.72	30,194.86	.....	220,634.58
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	102,865.38	.....	.....	.....	.....	.....	.....
Dubuque & Iron Range R. R. Co.	1,210,667.84	.....	217,182.98	1,210,667.84	.....	217,182.98	1,427,850.82
Duluth & Northeastern R. R. Co.	.....	.....	.....	6,272.92	.....	.....	6,272.92
Duluth & Northern Minnesota Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Duluth Belt Line.	.....	.....	.....	.....	.....	.....	.....
Duluth, Missabe & Northern Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Duluth, South Shore & Atlantic Ry. Co.	1,102,622.40	.....	93,944.70	1,102,622.40	.....	93,944.70	1,202,622.40
Duluth Terminal Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Great Northern Ry. Co.	.....	11,500.00	.....	.....	.....	.....	.....
Green Bay & Western Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Iowa Central Ry. Co.	920,081.93	.....	.....	11,500.00	.....	.....	.....
Mason City & Ft. Dodge Ry. Co.	100,343.13	.....	.....	920,081.93	.....	2,458.49	2,458.49
Minneapolis & Rainy River Ry. Co.	58,311.04	.....	.....	100,343.13	.....	7,262.47	7,262.47
Minneapolis & St. Louis R. R. Co.	235,574.75	.....	.....	58,311.04	.....	.....	58,311.04
Minneapolis Eastern Ry. Co.	.....	.....	.....	235,574.75	.....	204,922.80	204,922.80
Minneapolis, Red Lake & Manitoba Ry. Co.	14,831.56	.....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. M. Ry. Co.	128,477.38	806,724.89	.....	14,831.56	.....	.....	14,831.56
Minneapolis Western Ry. Co.	.....	.....	.....	935,202.27	518,052.48	.....	613,419.19
Minnesota & International Ry. Co.	.....	.....	.....	95,366.71	.....	.....	.....
Minnesota & North Wisconsin Ry. Co.	.....	.....	.....	.....	.....	6,125.02	6,125.02
Minnesota Transfer Ry. Co.	157,212.15	.....	.....	157,212.15	.....	.....	157,212.15
Northern Pacific Ry. Co.	3,554,765.50	.....	.....	3,554,765.50	.....	.....	.....
Railway Transfer of Minneapolis.	.....	.....	.....	.....	.....	.....	.....
Winona Bridge Ry. Co.	541,637.28	.....	.....	541,637.28	.....	.....	13,854.54
Wisconsin Central Ry. Co.	74,827.35	.....	.....	74,827.35	.....	.....	68,616.68
Wisconsin, Minnesota & Pacific Ry. Co.	.....	.....	.....	.....	.....	.....	.....
	\$29,905,227.90	\$1,752,811.54	\$3,574,473.61	\$4,344,423.59	\$692,305.66	\$329,605.38	\$5,366,334.63

*Deduct.

TABLE VI.
EXPENDITURES FOR ROAD, ENTIRE LINE, JUNE 30, 1908.

NAME OF RAILROAD	Expenditures for new lines or Extensions during year		Expenditures for additions and betterments during year		Total cost to June 30, 1907	Total cost to June 30, 1908
	Charged to Capital	Charged to special fund or income	Charged to Capital	Charged to special fund or income		
Minnesota & Manitoba Railway Co.					\$68,947,446.55	\$70,811,353.42
Canadian Northern Railway Co.	\$119,951.45		\$6,755,759.64			
Chicago & Northwestern Railway Co.	6,215,733.19		2,982,130.58	\$3,110,432.43		
Chicago, Burlington & Quincy Railroad Co.			464,406.11	45,163.09	63,736,712.12	64,201,117.23
Chicago, Great Western Railway Co.	2,677,603.18					
Chicago, Milwaukee & St. Paul Railway Co.			3,510,829.49	10,139.54		
Chicago, Rock Island & Pacific Railway Co.			364,583.73	79,449.77		
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	155,450.83		102,885.38			
Dubuque & Sioux City Railroad (Illinois Central)			1,062,831.88	209,557.53	13,984,569.36	15,047,401.73
Duluth & Iron Range Railroad Co.	13,456.72		6,272.92		657,744.74	677,474.38
Duluth & Northeastern Railroad Co.					923,906.83	988,241.33
Duluth & Northern Minnesota Railway Co.	64,334.50					
Duluth Belt Line						
Duluth, Missabe & Northern Railway Co.			871,985.66		15,614,100.84	16,486,086.50
Duluth, South Shore & Atlantic Railway Co.			84,501.98		43,381,913.37	43,466,415.35
Duluth Terminal Railway Co.			4.12		400,485.06	399,567.81
Duluth, Rainy Lake & Winnipeg Railway Co.						
Great Northern Railway Co.	218,950,848.33		4,431,387.75		16,516,843.86	3,542,032.68
Green Bay & Western Railway Co.					239,899,079.94	
Iowa Central Railway Co.			107,884.47		9,467,087.50	9,467,087.50
Mason City & Fort Dodge Railway Co.			200,343.13		23,990,810.01	24,098,694.48
Minneapolis & Rainy River Railway Co.			46,377.90		42,945,804.93	43,046,148.06
Minneapolis & St. Louis Railroad Co.			222,326.06		1,056,138.35	1,102,516.25
Minneapolis Eastern Railway Co.					28,839,699.48	29,062,025.54
Minneapolis, Red Lake & Manitoba Railway Co.			7,836.94		199,329.50	199,329.50
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.			104,607.86		428,076.42	449,992.53
Minneapolis Western Railway Co.					31,737,274.78	38,367,046.39
Minnesota & International Railway Co.					739,850.18	739,850.18
Minnesota & North Wisconsin Railway Co.	85,000.00			6,135.02	1,831,574.36	1,908,574.36
Minnesota Transfer Railway Co.					685,315.83	685,315.83
Northern Pacific Railway Co.	16,934,813.35		109,811.60		1,674,672.95	1,784,484.56
Railway Transfer of Minneapolis			3,554,557.04		318,383,493.45	338,867,868.34
Winona Bridge Railway Co.						
Wisconsin Central Railway Co.	2,077,853.65		423,622.06		789,304.66	789,304.66
Wisconsin, Minnesota & Pacific Railway Co.			74,827.35		51,682,412.16	54,183,887.87
	\$253,810,233.95		\$24,589,762.65	\$4,267,643.27	10,354,797.34	10,429,624.69

*Totals would be misleading account some lines not reporting.

TABLE Via.
EXPENDITURES FOR EQUIPMENT ENTIRE LINE, JUNE 30, 1908.

NAME OF RAILROAD	Expenditures for new lines or extensions during year		Expenditures for additions and betterments during year		Total cost to June 30, 1907	Total cost to June 30, 1908
	Charged to capital	Charged to Special funds or income	Charged to Capital	Charged to Special fund or income		
Minnesota & Manitoba Ry. Co.					\$10,592,877.64	\$16,931,229.80
Canadian Northern Ry. Co.			\$1,099,799.76			
Chicago & Northwestern Ry. Co.			3,999,175.48	\$65,158.56		
Chicago, Burlington & Quincy R. R. Co.			928,744.83	15,453.67	9,476,942.34	10,400,687.67
Chicago Great Western Ry. Co.						
Chicago, Milwaukee & St. Paul Ry. Co.						
Chicago, Rock Island & Pacific Ry. Co.	\$1,970,532.60		49,340.61			
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.			535,166.80	10,220.03		
Dubuque & Sioux City (Illinois Central) R. R. Co.						
Duluth & Iron Range R. R. Co.			147,835.96	7,625.45	5,273,564.94	5,431,400.90
Duluth & Northeastern R. R. Co.					192,796.78	188,493.75
Duluth & Northern Minnesota Ry. Co.	23,727.32		14,304.03		168,109.42	181,836.74
Duluth Belt Line						
Duluth, Missabe & Northern Ry. Co.			230,636.74			
Duluth, South Shore & Atlantic Ry. Co.				53,440.30	3,242,983.02	3,242,983.02
Duluth, Terminal Ry. Co.						
Duluth, Rainy Lake & Winnipeg Ry. Co.			6,980,270.33		24,593,694.94	458,256.82
Great Northern Ry. Co.	19,490,678.63				51,084,643.90	51,084,643.90
Green Bay & Western Ry. Co.			12,197.46	11,500.00	600,000.00	600,000.00
Iowa Central Ry. Co.					2,386,666.71	2,386,666.71
Mason City & Ft. Dodge Ry. Co.					1,507,123.21	1,507,123.21
Minneapolis & Rainy River Ry. Co.			11,933.14		274,822.96	286,466.10
Minneapolis & St. Louis R. R. Co.			13,248.69		1,264,876.91	1,278,125.60
Minneapolis Eastern Ry. Co.					23,506.67	23,506.67
Minneapolis, Red Lake & Manitoba Ry. Co.			6,994.62		17,682.18	38,048.16
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.			13,119.62		13,887,941.26	13,901,060.78
Minneapolis Western Ry. Co.					12,317.38	12,317.38
Minnesota & International Ry. Co.	15,410.76				358,611.62	374,022.38
Minnesota & North Wisconsin Ry. Co.					116,918.61	116,918.61
Minnesota Transfer Ry. Co.			47,170.55		147,072.00	194,242.55
Northern Pacific Ry. Co.					37,295,670.07	39,641,897.89
Railway Transfer of Minneapolis						
Winona Bridge Ry. Co.						
Wisconsin Central Ry. Co.			2,971.04			
Wisconsin, Minnesota & Pacific Ry. Co.					4,284,394.18	4,287,265.22
	\$26,846,577.13		\$14,069,301.50	\$163,398.01	662,987.79	662,987.79

†Credit.

*Totals would be misleading account some lines not reporting.

TABLE VIb.
GENERAL EXPENDITURES FOR ENTIRE LINE, JUNE 30, 1908.

NAME OF RAILROAD	Expenditures for new lines or extensions during year		Expenditures for additions and betterments during year		Total cost to June 30, 1907	Total cost to June 30, 1908
	Charged to capital	Charged to special fund or income	Charged to capital	Charged to special fund or income		
Minnesota & Manitoba Ry. Co.						
Canadian Northern Ry. Co.						
Chicago & Northwestern Ry. Co.	\$66.00		\$12,608.19			
Chicago, Burlington & Quincy R. R. Co.	1,053,474.06		91.92	\$10,823.62		
Chicago Great Western Ry. Co.			180,438.50		\$3,604,452.93	\$3,624,014.43
Chicago, Milwaukee & St. Paul Ry. Co.						
Chicago, Rock Island & Pacific Ry. Co.						
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.						
Dubuque & Sioux City (Illinois Central) R. R. Co.						
Duluth & Iron Range R. R. Co.						
Duluth & Northeastern R. R. Co.					12,484.43	12,484.43
Duluth & Northern Minnesota Ry. Co.						
Duluth Belt Line						
Duluth, Missabe & Northern Ry. Co.						
Duluth, South Shore & Atlantic Ry. Co.			921.37			
Duluth Terminal Ry. Co.						
Duluth, Rainy Lake & Winnipeg Ry. Co.						
Great Northern Ry. Co.	448,538.93				2,102.57	450,681.50
Green Bay & Western Ry. Co.						
Iowa Central Ry. Co.						
Mason City & Ft. Dodge Ry. Co.			798,947.78		798,947.78	
Minneapolis & Rainy River Ry. Co.					70,802.93	70,802.93
Minneapolis & St. Louis R. R. Co.						
Minneapolis Eastern Ry. Co.						
Minneapolis, Red Lake & Manitoba Ry. Co.					52,294.82	52,294.82
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.			10,750.00		357,200.00	344,741.57
Minneapolis, Western Ry. Co.	329,136.38				23,666,633.31	24,006,519.69
Minnesota & International Ry. Co.						
Minnesota & North Wisconsin Ry. Co.						
Minnesota Transfer Ry. Co.					238,223.68	238,223.68
Northern Pacific Ry. Co.	271,676.52		230.00			
Railway Transfer of Minneapolis			208.46			
Winona Bridge Ry. Co.						
Wisconsin Central Ry. Co.	559,973.64		147,843.70		2,337,001.39	3,044,818.73
Wisconsin, Minnesota & Pacific Ry. Co.					1,100,607.15	1,100,607.15
	\$2,662,915.53		\$891,162.92	\$10,823.62		

†Credit.

*Totals would be misleading account some lines not reporting.

TABLE VIC.
RECAPITULATION OF EXPENDITURES FOR ROAD EQUIPMENT AND GENERAL EXPENDITURES, ENTIRE LINES AND MINNESOTA
JUNE 30, 1908.

NAME OF RAILROAD	Entire Line					Total cost to June 30, 1907	Total cost to June 30, 1908
	Expenditures for new lines or extension during year	Charged to special funds or income	Charged to capital	Charged to special fund or income			
Minnesota & Manitoba Railway Co.						\$ 79,540,324.19	\$ 87,732,583.22
Canadian Northern Railway Company						237,705,203.67	245,556,388.71
Chicago & Northwestern Railway Company	\$ 120,017.45					345,281,500.00	358,892,115.23
Chicago, Burlington & Quincy Railroad Company	7,269,227.25				\$3,186,414.61	76,818,107.89	78,125,819.33
Chicago, Great Western Railway Company					60,606.76	258,283,727.01	264,860,733.05
Chicago, Milwaukee & St. Paul Railway Company	4,648,135.78				844,916.85	186,186,644.33	189,746,814.43
Chicago, Rock Island & Pacific Railway Company					10,199.54	63,211,277.41	63,211,277.41
Chicago, St. Paul, Minneapolis & Omaha Railway Company	155,450.83				89,669.80	29,679,249.89	29,782,135.27
Dubuque & Sioux City Railroad (Illinois Central)					1,028,855.38	19,258,134.79	20,468,802.63
Duluth & Iron Range Railroad Company					1,210,667.84	850,541.52	865,967.13
Duluth & Northeastern Railroad Company					217,182.98	1,104,500.68	1,192,562.50
Duluth & Northern Minnesota Railway Company	88,061.82					22,278,239.25	23,771,812.27
Duluth Belt Line						46,624,896.39	46,709,398.37
Duluth, Missabe & Northern Railway Company						400,485.16	399,567.81
Duluth, South Shore & Atlantic Railway Company						41,112,641.37	4,000,289.50
Duluth, Terminal Railway Company						10,067,087.50	10,067,087.50
Duluth, Rainy Lake & Winnipeg Railway Company						26,377,475.75	27,296,505.46
Great Northern Railway Company	238,890,115.89					44,523,731.07	44,624,074.20
Green Bay & Western Railway Company						1,330,661.31	1,388,972.35
Iowa Central Railway Company						30,104,576.39	30,340,151.14
Mason City & Ft. Dodge Railway Company						275,130.99	275,130.99
Minneapolis & Rainy River Railway Company						802,958.60	822,747.25
Minneapolis & St. Louis Railroad Company						69,291,849.35	76,274,626.86
Minneapolis Eastern Railway Company						752,167.56	752,167.56
Minneapolis, Red Lake & Manitoba Railway Company						2,418,409.66	2,518,820.42
Minneapolis, St. Paul & Sault Ste. Marie Railway Company						1,821,744.95	801,234.44
Minneapolis Western Railway Company						355,684,163.52	378,781,651.71
Minnesota & International Railway Company						1,821,744.95	1,978,957.10
Minnesota & North Wisconsin Railway Company						58,303,707.73	61,515,971.82
Minnesota Transfer Railway Company						12,118,392.28	12,193,219.63
Northern Pacific Railway Company	19,542,722.69						
Railway Transfer of Minneapolis							
Winona Bridge Railway Company							
Wisconsin Central Railway Company	2,037,827.29						
Wisconsin, Minnesota & Pacific Railway Company							
	\$280,806,269.89		\$41,477,120.20	\$5,677,731.37		*	*

*Totals would be misleading account some lines not reporting.

†Loss for premium on securities sold, \$52,634.95.

TABLE VI.
COST PER MILE OF ROAD, EQUIPMENT AND GENERAL EXPENDITURE FOR ENTIRE LINES AND TOTAL FOR MINNESOTA, JUNE 30, 1908

NAME OF RAILROAD	Entire Lines			
	Cost of Road Per Mile of Line		Cost of Equipment Per Mile of Line	
	Total Cost to June 30, 1907	Total Cost to June 30, 1908	Total Cost to June 30, 1907	Total Cost to June 30, 1908
Minnesota & Manitoba Railway Company	\$27,480.00	\$30,939.19	\$4,222.00	\$7,393.31
Canadian Northern Railway Company	Cannot give	separately		
Chicago & Northwestern Railway Company	84,400.48	85,015.45	12,549.41	13,772.64
Chicago, Burlington & Quincy Railroad Company		Cannot give		
Chicago, Great Western Railway Company		Cannot give		
Chicago, Milwaukee & St. Paul Railway Company		Cannot give		
Chicago, Rock Island & Pacific Railway Company		Cannot give		
Chicago, St. Paul, Minneapolis & Omaha Railway Company		Cannot give		
Dubuque & Iron Range Railroad Company	66,510.84	65,626.07	25,081.16	23,644.30
Duluth & Northeastern Minnesota Railroad Company	9,517.17	9,962.86	2,809.52	2,771.95
Duluth & Northern Minnesota Railroad Company	12,020.64	10,283.46	2,187.22	1,906.22
Duluth Belt Line	63,343.07	60,778.20	27,248.39	26,859.81
Duluth, Missabe & Northern Railway Company	74,862.53	73,397.34	5,581.34	5,513.40
Duluth, South Shore & Atlantic Railway Company	220,046.74	219,542.75		
Duluth, Terminal Railway Company		38,127.37		
Duluth, Rainy Lake & Winnipeg Railway Company		38,494.90		
Great Northern Railway Company		42,075.94		
Green Bay & Western Railway Company	42,075.94	42,075.94	2,666.67	4,932.80
Iowa Central Railway Company	47,764.77	47,979.56	4,751.76	8,193.98
Mason City & Ft. Dodge Railway Company	113,574.18	113,839.55	3,985.72	2,666.67
Minneapolis & Rainy River Railway Company	19,919.62	20,794.35	5,181.74	4,776.04
Minneapolis & St. Louis Railroad Company	45,675.08	45,979.85	2,003.25	3,985.72
Minneapolis Eastern Railway Company	67,799.15	67,799.15	7,995.46	5,402.80
Minneapolis, Red Lake & Manitoba Railway Company	12,778.69	13,432.61	527.83	2,022.16
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	30,385.44	16,759.36	6,113.51	7,995.46
Minneapolis Western Railway Company	437,781.12	437,781.12	7,288.39	1,134.72
Minnesota & International Railway Company	13,115.56	12,069.86	2,283.42	6,072.21
Minnesota & North Wisconsin Railway Company		12,392.69		7,288.39
Minnesota Transfer Railway Company				2,373.69
Northern Pacific Railway Company				2,066.17
Northern Transfer of Minneapolis				
Winona Bridge Railway Company	766,315.20	766,315.20		
Wisconsin Central Railway Company	43,315.94	45,412.47	3,590.74	3,593.23
Wisconsin, Minnesota & Pacific Railway Company	38,209.59	38,498.66	2,446.45	2,446.45
	\$2,237,191.75	\$2,313,827.96	\$128,513.98	\$146,932.12

*Totals would be misleading account some lines not reporting.

TABLE VI.—Continued.
COST PER MILE OF ROAD, EQUIPMENT AND GENERAL EXPENDITURE FOR ENTIRE LINES AND TOTAL FOR MINNESOTA, JUNE 30, 1908

NAME OF RAILROAD	State of Minnesota				State of Minnesota			
	Cost of General Expenditures Per Mile of Line		Total Per Mile of Line		Total Per Mile of Line		Total Per Mile of Line	
	Total Cost to June 30, 1907	Total Cost to June 30, 1908	Total Cost to June 30, 1907	Total Cost to June 30, 1908	Total Cost to June 30, 1907	Total Cost to June 30, 1908	Total Cost to June 30, 1907	Total Cost to June 30, 1908
Minnesota & Manitoba Railway Company.							No	data
Canadian Northern Railway Company.....			\$31,702.00	\$38,332.50				
Chicago & Northwestern Railway Company.....			32,158.61	33,387.88				
Chicago, Burlington & Quincy Railroad Company.....				33,387.88				
Chicago, Great Western & Quincy Railway Company.....				103,354.61				
Chicago, Milwaukee & St. Paul Railway Company.....	\$4,773.04	\$4,666.52	101,722.93	103,354.61	101,404.91		103,477.02	
Chicago, Rock Island & Pacific Railway Company.....			36,009.86	36,351.56	34,665.62		36,120.36	
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....			31,777.85	36,402.76				
Duquesne & Sioux City Railroad Company.....			30,057.81	30,193.21	38,016.71		38,079.77	
Duluth & Iron Range Railroad Company.....			91,592.00	98,370.37	91,592.00		99,270.37	
Duluth & Northeastern Railroad Company.....			12,326.69	12,734.81	12,326.69		12,734.81	
Duluth & Northern Minnesota Railway Company.....	162.43	129.91	14,370.29	12,409.59	14,370.29		12,409.59	
Duluth Belt Line.....								
Duluth, Missabe & Northern Railway Company.....			91,091.46	87,638.01	91,091.46		87,638.01	
Duluth, South Shore, & Atlantic Railway Company.....			80,243.87	78,610.74				
Duluth Terminal Railway.....			218,542.75	218,542.75	220,046.74		219,542.75	
Duluth, Rainy Lake & Winnipeg Railway Company.....			220,046.74	43,060.17			43,060.17	
Great Northern Railway Company.....	72.32			43,060.17				
Green Bay & Western Railway Company.....			44,742.61	44,742.61				
Iowa Central Railway Company.....			52,516.53	54,346.97			4,967.42	
Mason City & Des Moines Railway Company.....	187.25	1,590.67	137,747.15	138,019.52	117,747.15		118,019.52	
Minneapolis & Rainy River Railway Company.....			35,101.36	25,101.36	25,101.36		29,197.15	
Minneapolis & St. Louis Railroad Company.....			47,678.33	48,002.01	48,890.57		47,430.59	
Minneapolis & Western Railway Company.....			93,583.96	93,583.96	93,583.96		93,583.96	
Minneapolis, Red Lake & Holtby Railway Company.....	17,787.35	17,787.35	23,983.91	24,858.19	23,983.91		24,858.19	
Minneapolis, Red Lake & Sault Ste. Marie Railway Company.....	10,662.39	10,260.79	26,498.95	33,318.02	32,613.37		33,367.19	
Minneapolis, Western Railway Company.....			445,069.51	445,069.51	445,069.51		445,069.51	
Minnesota & North Western Railway Company.....	1,511.86		15,398.98	15,985.41	15,398.98		15,985.41	
Minnesota Transfer Railway Company.....				14,688.86			14,488.86	
Northern Pacific Railway Company.....			134,545.42	146,156.36	134,545.42		146,156.36	
Winona Bridge Railway Company.....			766,315.20	766,315.20			Not shown	
Wisconsin Central Railway Company.....	1,958.68	2,551.92	49,845.46	51,557.62	48,865.36		51,557.62	
Wisconsin, Minnesota & Pacific Railway Company.....	4,061.28	4,061.28	44,717.32	45,006.39	44,718.57		44,994.70	
	\$39,592.42	\$54,336.32	*	*	\$1,638,483.00		\$2,373,174.33	

TABLE VII.
INCOME ACCOUNT OF OPERATING ROADS FOR YEAR, ENDING JUNE 30, 1908—ENTIRE LINES

NAME OF RAILROAD	Income from Rail Operations			Income from Outside Operation		
	Operating Revenue	Operating Expense	Net Operating Revenue	Revenue	Expenses	Net Revenue
Minnesota & Manitoba Railway Company.....	\$9,706,462.71	\$ 6,527,768.73	\$ 3,181,693.98	332,242.93	371,241.53	* 38,986.60
Canadian Northern Railway Company.....	63,219,344.19	41,641,313.63	21,578,030.56	543,693.14	528,498.22	15,194.92
Chicago & Northwestern Railway Company.....	77,748,161.52	55,268,407.48	22,479,754.04			
Chicago, Burlington & Quincy Railroad Company.....	6,762,724.86	6,762,724.86	1,212,354.74			
Chicago, Great Western Railway Company.....	7,975,079.60	37,163,368.43	19,769,252.07	951,874.33	577,918.90	373,955.43
Chicago, Milwaukee & St. Paul Railway Company.....	56,932,630.50	39,655,118.52	14,948,997.49	396,118.09	488,613.21	* 92,495.12
Chicago, Rock Island & Pacific Railway Company.....	54,804,116.01	38,542,489.67	4,323,202.06	97,302.35	96,848.87	453.48
Chicago, St. Paul, Minneapolis & Omaha Ry. Company.....	12,865,693.93	8,823,235.94	1,672,762.09	18,421.84	21,434.86	* 3,013.02
Dubuque & Sioux City Railroad (Illinois Central).....	5,495,998.03	6,696,992.81	3,510,516.67	60,312.00	68,259.29	* 7,947.29
Dubuque & Iron Range Railroad Company.....	6,207,509.48	95,294.20	6,665.94			
Duluth & Northeastern Railroad Company.....	95,960.14	328,077.17	109,406.92			
Duluth & Northern Minnesota Railway Company.....	437,484.09	5,223.38	2,131.57			
Duluth Belt Line.....	7,354.95	5,223.38	2,131.57			
Duluth, Missabe & Northern Railway Company.....	9,365,249.01	3,524,744.28	5,840,504.73	23,886.92	17,890.12	5,996.80
Duluth, South Shore & Atlantic Railway Company.....	2,921,916.02	2,206,214.69	715,701.33	65,042.36	46,571.99	18,470.37
Duluth, Terminal Railway Company.....	30,699.67	3,466.52	27,233.15			
Duluth, Rainy Lake & Winnipeg Railway Company.....	119,326.41	97,469.40	21,857.01			
Great Northern Railway Company.....	54,069,538.74	35,887,600.24	18,201,938.50	908,623.73	574,879.50	333,743.93
Green Bay & Western Railway Company.....	417,785.72	183,643.32	234,142.40			
Iowa Central Railway Company.....	3,002,475.25	2,128,988.37	873,486.88	1,891.77	3,219.07	* 1,327.30
Mason City & Fort Dodge Railway Company.....	1,796,144.10	1,201,791.67	594,352.43			
Minneapolis & Rainy River Railway Company.....	246,135.77	179,696.64	66,439.13			
Minneapolis & St. Louis Railroad Company.....	3,826,516.07	2,648,918.92	1,177,597.15	3,054.35	3,994.35	* 940.00
Minneapolis Eastern Railway Company.....	50,222.80	24,379.41	25,843.39			
Minneapolis, Red Lake & Manitoba Railway Company.....	38,530.98	33,804.09	4,726.89	3,041.37	2,497.32	544.05
Minneapolis, St. Paul & S. Ste Marie Railway Company.....	11,014,214.93	7,081,117.29	3,933,097.64	434,852.20	132,187.80	302,664.40
Minneapolis Western Railway Company.....	49,099.72	37,495.06	11,604.66			
Minnesota & International Railway Company.....	678,716.56	424,527.65	254,188.91			
Minnesota & North Wisconsin Railway Company.....	101,308.14	87,258.03	14,050.11			
Minnesota Transfer Railway Company.....	35,986.64	809,341.95	* 773,355.31	30,497.65	21,422.60	9,075.05
Northern Pacific Railway Company.....	68,235,484.17	39,865,033.39	28,370,450.87	1,787,607.96	1,146,682.10	640,925.86
Railway Transfer of Minneapolis.....	168,474.20	82,338.69	86,135.51			
Wisconsin Bridge Railway Company.....	7,307,311.35	5,130,643.09	2,176,668.26	77,922.52	67,725.43	10,197.09
Wisconsin Central Railway Company.....	619,082.58	460,758.67	158,323.91			
Wisconsin, Minnesota & Pacific Railway Company.....	\$459,566,647.30	\$304,823,388.50	\$154,743,258.80	\$5,736,385.51	\$4,189,885.46	\$1,566,500.05

*Deficit.

TABLE VII.—Continued.
INCOME ACCOUNT FROM OPERATING ROADS FOR YEAR, ENDING JUNE 30, 1908—ENTIRE LINES

NAME OF RAILROAD	Total net Revenue	Taxes Accrued	Operating Income	Operating Loss	Total other income from fares, divi- dends and interest on stocks and bonds, etc.
Minnesota & Manitoba Railway Company.....	\$ 3,181,693.98	\$ 53,504.22	\$3,128,189.76		
Canadian Northern Railway Company.....	21,539,031.96	2,582,822.78	18,956,209.18		2,899,276.23
Chicago & Northwestern Railway Company.....	22,494,948.96	2,455,988.13	20,038,960.83		1,426,141.63
Chicago, Burlington & Quincy Railroad Company.....	1,212,357.50	204,000.00	1,008,357.50		9,349.04
Chicago Great Western Railway Company.....	20,143,207.70	2,304,962.40	17,838,245.30		1,328,670.74
Chicago, Milwaukee & St. Paul Railway Company.....	14,826,502.37	1,693,047.54	13,133,454.83		1,965,235.13
Chicago, Rock Island & Pacific Railway Company.....	4,323,657.74	630,745.16	3,692,912.58		229,757.60
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,669,749.07	165,023.95	1,504,725.12		43,596.45
Dubuque & Sioux City Railroad (Illinois Central).....	3,502,569.98	251,683.83	3,250,886.15		138,578.21
Duluth & Iron Range Railroad Company.....	665.94	4,474.36		3,808.42	1,146.04
Duluth & Northeastern Railroad Company.....	109,406.92	17,499.36			
Duluth & Northern Minnesota Railway Company.....	2,131.57		91,907.56		
Duluth Belt Line.....	5,846,501.53	375,519.02	5,470,982.51		296,138.15
Duluth, Missabe & Northern Railway Company.....	734,171.70	186,345.24	547,826.46		30,405.22
Duluth, South Shore & Atlantic Railway Company.....	27,233.15		27,233.15		
Duluth Terminal Railway Company.....	21,857.01	4,746.41	17,110.60		
Duluth, Rainy Lake & Winnipeg Railway Company.....	18,555,682.43	2,276,074.18	16,279,608.25		2,968.06
Great Northern Railway Company.....	183,643.32	24,686.06	158,957.26		7,572,539.21
Green Bay & Western Railway Company.....	873,159.58	86,842.80	786,316.78		27,783.24
Iowa Central Railway Company.....	594,352.43	73,000.00	521,352.43		28,521.64
Mason City & Ft. Dodge Railway Company.....	66,439.13	11,869.80	54,569.33		
Minneapolis & Rainy River Railway Company.....	1,176,657.15	139,076.45	1,037,580.70		506,042.83
Minneapolis & St. Louis Railroad Company.....	25,843.39	2,009.04	23,834.35		
Minneapolis Eastern Railway Company.....	5,270.94	1,541.24	3,729.70		
Minneapolis, Red Lake & Manitoba Railway Company.....	4,235,762.04	696,907.70	3,538,854.34		298,745.81
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	11,604.66	2,051.62	9,553.04		
Minnesota & International Railway Company.....	254,188.91	27,727.01	226,461.90		22,225.87
Minnesota & North Wisconsin Railway Company.....	14,050.11	4,724.25	9,325.86		
Minnesota Transfer Railway Company.....	764,280.26	2,717,485.67	26,293,891.06	765,702.79	8,412,009.44
Northern Pacific Railway Company.....	29,011,376.73	2,971.72	60,796.13		33,001.04
Northern Transfer of Minneapolis.....	76,135.51	6,339.38		2,971.72	79,916.01
Winona Bridge Railway Company.....	2,186,865.35	318,379.62	1,868,485.73		22,827.97
Wisconsin Central Railway Company.....	158,323.91	24,751.45	133,572.46		
Wisconsin, Minnesota & Pacific Railway Company.....	\$156,308,758.85	\$17,347,222.92	\$139,735,018.86	\$772,482.93	\$25,474,975.56

* Deficit

TABLE VIIa.
INCOME ACCOUNT OF OPERATING ROADS FOR YEAR ENDING JUNE 30, 1908—ENTIRE LINES.

NAME OF RAILROAD	Gross Corporate Income	Gross Corporate Loss	Total deduc- tions from gross corpo- rate income	Rents, Hire of equipment interest and other deduc- tions	Net Corporate Income	Net Corporate Loss	Disposition of Net Corporate Income		
							Total Dividends on Preferred Stock	Total Dividends on Common Stock	Total Dividends on other Securities
Minnesota & Manitoba Ry. Co.	\$3,128,189.76		\$2,435,841.37		\$642,348.39				
Canadian Northern Ry. Co.	21,855,485.41		8,216,793.91		13,638,691.47		\$1,791,600.00	\$6,972,672.00	
Chicago & Northwestern Ry. Co.	21,465,102.46		9,459,024.28		12,006,078.13			8,867,128.00	
Chicago, Burlington & Quincy R. R. Co.	1,017,703.78		1,117,253.50			\$99,549.72			
Chicago, Great Western Ry. Co.	19,166,915.84		6,611,465.84		12,555,450.00		3,490,543.00	5,817,497.00	
Chicago, Milwaukee & St. Paul Ry. Co.	15,128,739.96		10,596,194.01		4,532,545.95			3,929,785.00	
Chicago, Rock Island & Pacific Ry. Co.	3,922,670.18		1,817,615.93		2,105,054.25		787,976.00	1,298,934.00	
Chicago, St. Paul, Mpls. & Omaha	1,548,323.57		1,354,892.17		193,519.40			176,392.50	
Dubuque & Sioux City (Ill. Cent.)	3,389,463.76		1,104,818.34		2,284,645.42				
Duluth & Iron Range R. R. Co.		\$2,662.38	14,737.92			17,400.30			
Duluth & Northeastern R. R. Co.	91,907.56		12,840.81		79,066.75				
Duluth & Northern Minnesota Ry. Co.	2,131.57				2,131.57				
Duluth Belt Line	5,767,120.66		743,834.36		5,023,286.30				
Duluth, Missabe & Northern Ry. Co.	578,231.68		889,224.49			310,992.81			
Duluth, South Shore & Atlantic Ry.	27,231.15		13,852.31		13,380.84		3,000.00		
Duluth, Terminal Ry. Co.	20,078.66		50,600.00			30,521.34			
Duluth, Rainy Lake & Winnipeg Ry.	23,832,147.46		11,498,759.49		12,333,387.97		10,471,819.75		
Great Northern Ry. Co.	186,740.50		81,093.75		105,646.75				
Green Bay & Western Ry. Co.	813,838.42		595,706.74		218,131.68				
Iowa Central Ry. Co.	522,352.43		568,577.58			46,225.15			
Mason City & Ft. Dodge Ry. Co.	54,569.33		48,606.13		5,963.20				
Minneapolis & Rainy River Ry. Co.	1,543,623.53		1,435,173.62		108,449.91		198,045.00		
Minneapolis & St. Louis R. R. Co.	23,834.35		10,637.50		13,196.85				
Minneapolis Eastern Ry. Co.	3,729.70		35,893.78			32,164.06			
Minneapolis, Red Lake & Manitoba	3,837,690.15		\$,367,306.99		1,470,283.16				
Minneapolis, St. P. & Sault Ste. M.	9,553.04		97,628.18			18,075.14			
Minneapolis, Western Ry. Co.	248,687.77		108,220.00		140,467.77			37,600.00	
Minnesota & International Ry. Co.	9,325.86		19,729.55			10,403.69			
Minnesota Pacific Ry. Co.		765,702.79	82,960.00			848,662.79			
Northern Transfer Ry. Co.	34,706,900.50		14,812,832.38		19,883,068.12		10,850,000.00		
Northwestern Ry. Co.	69,946.13		67,504.99		2,341.14				
Railway Transfer of Minneapolis	30,023.32		19,200.00		10,823.32				
Winona Bridge Ry. Co.	1,948,401.74		1,597,392.31		351,009.43				
Wisconsin Central Ry. Co.	156,400.43		232,440.00			76,039.57			
Wisconsin, Minnesota & Pacific Ry. Co.									
	\$165,105,876.66	\$768,865.17	\$78,098,565.24		\$87,728,980.82	\$1,490,034.57	\$27,592,983.75	\$27,069,908.50	

TABLE VIIb.
INCOME ACCOUNT OF OPERATING ROADS FOR YEAR ENDING JUNE 30, 1908.

NAME OF RAILROAD	Additions and Betterments Charged to Income	Appropriations to Reserves	Miscellaneous	Balance for year carried to profit and loss account	
				Dr.	Cr.
Minnesota & Manitoba Railway Company.....					\$642,348.39
Canadian Northern Railway Company.....					4,874,419.47
Chicago & Northwestern Railway Company.....	\$3,186,414.61			\$47,464.48	
Chicago, Burlington & Quincy Railroad Company.....	60,606.76		\$1,118,464.00	1,278,620.48	
Chicago, Great Western Railway Company.....					3,287,410.00
Chicago, Milwaukee & St. Paul Railway Company.....	10,199.54				592,561.41
Chicago, Rock Island & Pacific Railway Company.....					18,144.25
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....					17,136.90
Dubuque & Sioux City (Illinois Central) Railroad Company.....					2,067,462.44
Duluth & Iron Range Railroad Company.....	217,182.98				
Duluth & Northeastern Railroad Company.....				17,400.30	
Duluth & Northern Minnesota Railway Company.....					79,066.75
Duluth Belt Line.....					2,131.57
Duluth, Missabe & Northern Railway Company.....					5,023,286.80
Duluth, South Shore & Atlantic Railway Company.....				310,992.81	
Duluth, Terminal Railway Company.....		\$10,380.84		30,521.34	
Duluth, Rainy Lake & Winnipeg Railway Company.....		2,468,832.06		607,363.84	
Great Northern Railway Company.....					105,643.75
Green Bay & Western Railway Company.....					218,131.68
Iowa Central Railway Company.....				46,225.15	
Mason City & Ft. Dodge Railway Company.....					5,963.20
Minneapolis & Rainy River Railway Company.....				89,595.09	
Minneapolis & St. Louis Railroad Company.....					13,196.85
Minneapolis Eastern Railway Company.....				32,164.06	
Minneapolis, Red Lake & Manitoba Railway Company.....					1,470,293.16
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....				18,075.14	
Minneapolis Western Railway Company.....					96,842.75
Minnesota & International Railway Company.....	6,125.02				
Minnesota & North Wisconsin Railway Company.....				10,403.69	
Minnesota Transfer Railway Company.....		2,784,950.28		848,862.79	
Northern Pacific Railway Company.....					6,268,117.84
Railway Transfer of Minneapolis.....			2,341.14		
Winona Bridge Railway Company.....					10,829.32
Wisconsin Central Railway Company.....					351,009.43
Wisconsin, Minnesota & Pacific Railway Company.....				76,039.57	
	\$3,480,528.91	\$5,264,163.18	\$1,120,805.14	\$3,413,428.69	\$25,093,985.46

TABLE VIII.

PROFIT AND LOSS ACCOUNT, JUNE 30, 1908—ENTIRE LINES—DEBIT

NAME OF RAILROAD	Balance, June 30, 1907	Balance for year brought forward from income account	Other properties Loss	Deductions for Year
Minnesota & Manitoba Railway Company				
Canadian Northern Railway Company				39,766.24
Chicago Northwestern Railway Company				
Chicago, Burlington & Quincy Railroad Company		47,464.43		244,893.38
Chicago Great Western Railway Company		1,278,620.48		3,789,501.96
Chicago, Milwaukee & St. Paul Railway Company				252,033.30
Chicago, Rock Island & Pacific Railway Company				1,536,668.27
Duquesne, St. Paul, Minneapolis & Omaha Railway Company	74,761.39			
Duquesne & Sioux City Railroad (Illinois Central)				
Duluth & Non Range Railroad Company				
Duluth & Northeastern Railroad Company				
Duluth & Northern Minnesota Railway Company				
Duluth, Belt Line	144,275.91	17,400.30		2,391.65
Duluth, Missoula & Northern Railway Company		37,330.79		788,516.07
Duluth, South Shore & Atlantic Railway Company				45,668.37
Duluth Terminal Railway Company	2,672,292.27	310,992.81		
Duluth, Tremont & Winnipeg Railway Company				
Great Northern Railway Company		30,521.34		403,849.22
Green Bay & Western Railway Company		607,263.84		
Iron Range Railway Company				
Loose Central Railway Company		46,225.15		10,127.00
Mason City & Ft. Dodge Railway Company				67,756.59
Minneapolis & Rainy River Railway Company	35,939.01	89,595.09		24,731.68
Minneapolis & St. Louis Railroad Company				
Minneapolis East Lake & Rainy River Railway Company	57,743.74			568.93
Minneapolis, Red Lake & Minnesota Railway Company	57,218.80	32,164.06		350,000.00
Minneapolis, St. Paul & Skutumpah Marie Railway Company				
Minneapolis Western Railway Company	6,386.26	18,075.14		
Minnesota & Northern Railway Company				
Minnesota & North Wisconsin Railway Company				
Minnesota Transfer Railway Company	31,891.54	10,403.69		
Northern Pacific Railway Company		1,070.99		248,198.44
Railway Transfer of Minneapolis				
Winona Bridge Railway Company				
Wisconsin Central Railway Company				97,921.20
Wisconsin, Minnesota & Pacific Railway Company				
	\$3,080,508.92	\$2,603,167.68		\$7,962,592.30

TABLE VIII.—Continued.
 PROFIT AND LOSS ACCOUNT—JUNE 30, 1908—ENTIRE LINES—DEBIT.

NAME OF RAILROAD	Dividends Declared out of Surplus			Balance Credit, June 30, 1908, Carried to Balance Sheet	Grand Total
	Dividends on Preferred Stock	Dividends on Common Stock	Dividends on other Securities		
Minnesota & Manitoba Railway Company.....				\$3,311,947.32	\$3,311,947.32
Canadian Northern Railway Company.....				26,832,454.73	26,832,454.73
Chicago & North-Western Railway Company.....	\$6,650,346.00			39,246,770.98	39,246,770.98
Chicago, Burlington & Quincy Railroad Company.....			\$1,078,717.46		\$1,078,717.46
Chicago, Milwaukee & St. Paul Railway Company.....				42,641,978.47	42,641,978.47
Chicago, Rock Island & Pacific Railway Company.....				13,958,945.92	13,958,945.92
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....				3,668,266.49	3,668,266.49
Dubuque & Stock City Railroad (Illinois Central).....				3,920,260.70	3,920,260.70
Duluth & Iron Range Railroad Company.....				71,761.39	71,761.39
Duluth & Northern Railroad Company.....				8,920,467.91	8,920,467.91
Duluth & Northern Minnesota Railway Company.....				6,060.29	6,060.29
Duluth Belt Line.....				690.42	690.42
Duluth, Missabe & Northern Railway Company.....		\$4,523,750.00		9,783,020.77	9,783,020.77
Duluth, South Shore & Atlantic Railway Company.....				15,095,286.84	15,095,286.84
Duluth, Terminal Railway Company.....				3,028,933.45	3,028,933.45
Duluth, Twin Lake & Winnipeg Railway Company.....				30,751.34	30,751.34
Great Northern Railway Company.....				27,183,091.52	27,183,091.52
Green Bay & Western Railway Company.....		125,000.00		173,415.38	173,415.38
Iowa Central Railway Company.....				2,738,407.78	2,738,407.78
Mason City & Ft. Dodge Railway Company.....				1,175,640.81	1,175,640.81
Minneapolis & Red River Railway Company.....				35,930.01	35,930.01
Minneapolis & St. Louis Railway Company.....				1,502,076.44	1,502,076.44
Minneapolis East & West Railway Company.....				57,743.74	57,743.74
Minneapolis, Red Lake & Manitoba Railway Company.....				89,951.79	89,951.79
Minneapolis, St. Paul & South St. Marie Railway Company.....				8,183,965.47	8,183,965.47
Minneapolis, Western Railway Company.....				24,431.47	24,431.47
Minneapolis & International Railway Company.....		693,015.00		549,400.86	549,400.86
Minnesota & North Wisconsin Railway Company.....				193,365.70	193,365.70
Minnesota Transfer Railway Company.....				32,962.53	32,962.53
Northern Pacific Railway Company.....				50,611,364.53	50,611,364.53
Northern Transfer of Minneapolis.....				36,886.89	36,886.89
Winona, Bridge & Railway Company.....				2,258,940.16	2,258,940.16
Wisconsin Central Railway Company.....				423,198.95	423,198.95
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$10,739,089.50	\$5,341,765.00			
			\$1,078,717.46		
				\$233,775,835.56	\$233,775,835.56
					\$266,581,676.42

TABLE VIIIa.

PROFIT AND LOSS ACCOUNT, JUNE 30, 1908, ENTIRE LINES—CREDIT.

NAME OF RAILROAD	Balance June 30, 1907	Balance for year brought forward from income account	Other properties profit	Additions for year	Balance debit June 30, 1908 carried to balance sheet	Grand Total
Minnesota & Manitoba Ry. Co.	\$2,669,598.93	\$642,348.39				\$3,311,947.32
Canadian Northern Ry. Co.	21,787,208.46	4,874,419.47		\$10,593.04		26,672,220.97
Chicago & Northwestern Ry. Co.	47,023,298.87					47,023,298.87
Chicago, Burlington & Quincy R. R. Co.	267,160.72				\$1,256,363.14	1,523,513.86
Chicago Great Western Ry. Co.	38,862,461.01	3,247,410.00		532,102.46		42,641,973.47
Chicago, Milwaukee & St. Paul Ry. Co.	17,113,831.73	592,561.41		42,004.74		17,748,447.88
Chicago, Rock Island & Pacific Ry. Co.	3,856,210.86	18,144.25	45,944.68			3,920,299.79
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.		17,126.90		55.00	57,579.49	74,761.39
Dubuque & Sioux City (Illinois Central) R. R. Co.	5,832,497.95	2,067,463.44	59,928.47	330,579.05		8,290,467.91
Duluth & Iron Range R. R. Co.	23,400.59					23,400.59
Duluth & Northeastern R. R. Co.					181,606.70	181,606.70
Duluth & Northern Minnesota Ry. Co.						
Duluth Belt Line	950.50	2,131.57				3,082.07
Duluth, Missabe & Northern Ry. Co.	10,071,309.81	5,023,286.30		690.73		15,095,286.84
Duluth, South Shore & Atlantic Ry. Co.					3,028,953.45	3,028,953.45
Duluth, Terminal Ry. Co.						
Duluth, Rainy Lake & Winnipeg Ry. Co.						
Great Northern Ry. Co.	23,766,719.46			4,487,485.12	30,521.34	30,521.34
Green Bay & Western Ry. Co.	191,771.63	105,643.75				28,254,904.58
Iowa Central Ry. Co.	2,522,908.84	218,131.68		7,194.26		2,748,234.78
Mason City & Ft. Dodge Ry. Co.	1,289,622.56	5,963.20				1,289,622.56
Minneapolis & Rainy River Ry. Co.	1,478,769.51			23,306.93	29,975.81	36,989.01
Minneapolis & St. Louis R. R. Co.	13,196.85					1,502,076.44
Minneapolis Eastern Ry. Co.					44,546.89	57,743.74
Minneapolis, Red Lake & Manitoba Ry. Co.	6,183,096.36	1,470,293.16		30,256.67	89,951.79	8,183,966.47
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.				530,575.95		24,461.40
Minneapolis Western Ry. Co.	452,558.11	96,842.75				549,400.86
Minnesota & International Ry. Co.	193,365.70					193,365.70
Minnesota Transfer Ry. Co.	44,595,707.03	6,258,117.84			32,962.53	50,855,662.87
Northern Pacific Ry. Co.				5,738.10		
Railway Transfer of Minneapolis.	26,057.57	10,829.32				36,586.89
Winona Bridge Ry. Co.	1,852,377.08	351,009.43				2,356,561.36
Wisconsin Central Ry. Co.	499,238.52			153,474.85		499,238.52
Wisconsin, Minnesota & Pacific Ry. Co.						
	\$230,578,368.64	\$25,001,721.86	\$105,873.15	\$6,154,056.90	\$4,746,555.87	\$266,581,676.42

TABLE IX.
OPERATING REVENUES, STATE OF MINNESOTA, JUNE 30, 1908.—REVENUE FROM TRANSPORTATION.

NAME OF RAILROAD	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue	Express Revenue	Milk Revenue on Pas- senger Train	Other Passenger Train Revenue	Total Passenger Revenue
Minnesota & Manitoba Railway Co.	35,231.20	\$2,917.68	1,125.15	.....	\$2,065.58	\$776.30	.....	.....	\$11,386.71
Canadian Northern Railway Co.	339,648.55	46,144.92	6,425.16	.....	\$2,803.88	\$68,221.95	\$7,934.48	\$967.47	\$91,493.86
Chicago & Northwestern Railway Co.	4,180.91	17,857.31	.....	.....	.....	.....	.....	.....	17,857.31
Chicago, Burlington & Quincy Railroad Co.	179,067.03	133,734.63	1,133.76	\$463.33	21,992.32	31,463.44	33,636.14	.....	227,433.52
Chicago, Great Western Railway Co.	1,331,717.09	1,074,540.13	21,407.38	.....	103,547.52	254,372.67	33,256.66	323.32	1,487,492.98
Chicago, Milwaukee & St. Paul Railway Co.	68,249.84	118,322.60	2,364.38	.....	\$29,176.48	\$23,193.88	.....	53.37	177,836.71
Chicago, Rock Island & Pacific Railway Co.	633,771.08	540,781.38	20,129.58	3,854.35	100,613.90	87,361.99	6,073.26	696.52	759,510.98
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	4,881.53	3,255.95	29.08	.....	3,338.53	4,050.40	.....	.....	10,671.88
Dubuque & Sioux City (Ill. Cent.) Railway Co.	741,584.33	266,405.13	2,200.34	.....	12,990.84	10,894.28	.....	106.86	292,526.45
Duluth & Iron Range Railroad Co.	84,226.73	7,153.10	.....	.....	232.50	.....	.....	.....	7,890.40
Duluth & Northeastern Railroad Co.	371,214.11	24,408.33	.....	.....	.....	111.95	.....	.....	24,520.78
Duluth & Northern Minnesota Railway Co.	18.60	7,225.10	.....	.....	.....	.....	.....	.....	7,225.10
Duluth Belt Line.....	665,164.31	806,066.17	1,740.14	.....	14,384.43	10,192.81	469.00	.....	832,892.55
Duluth, Missabe & Northern Railway Co.	.....	2,823.22	14.75	.....	233.93	91.56	.....	.....	3,163.46
Duluth, South Shore & Atlantic Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Terminal Railway Co.	.....	22,083.34	53.64	.....	.....	.....	.....	.....	23,309.38
Duluth, Rainy Lake & Winnipeg Ry. Co.	94,155.42	1,977,963.53	21,624.81	.....	1,083.25	83.15	.....	.....	2,207,383.90
Great Northern Railway Co.	3,216,531.25	1,977,963.53	21,624.81	.....	86,512.82	121,177.39	.....	100.35	.....
Green Bay & Western Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central Railway Co.	32,412.92	8,756.99	194.56	.....	632.48	1,226.51	.....	.....	10,863.54
Mason City & Ft. Dodge Railway Co.	21,943.52	10,110.77	52.81	.....	1,800.43	2,284.33	10.54	.....	14,260.91
Minneapolis & Rainy River Railway Co.	239,121.59	7,014.18	.....	2.03	.....	.....	.....	.....	7,014.18
Minneapolis & St. Louis Railroad Co.	1,158,106.18	461,313.80	8,131.67	449.74	52,491.71	47,205.53	.....	.....	569,612.45
Minneapolis Eastern Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Manitoba Railway Co.	26,263.75	9,427.06	12.40	.....	1,406.92	.....	.....	.....	10,941.38
St. Paul, Minneapolis & Sault Ste. Marie Ry. Co.	642,127.06	358,941.79	12,416.26	.....	15,682.53	.....	.....	.....	386,340.68
Minneapolis Western Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & International Railway Co.	412,275.30	172,623.72	2,124.94	.....	13,047.79	6,520.85	.....	.....	194,317.30
Minnesota & North Wisconsin Railway Co.	79,994.10	1,932.10	.....	.....	.....	.....	.....	.....	1,932.10
Minnesota Transfer Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific Railway Co.	2,657,172.25	1,060,319.97	13,794.21	.....	215,381.73	77,806.23	5,376.08	.....	1,872,678.15
Railway Transfer of Minneapolis	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Co.	6,591.15	139.43	101.45	.....	.....	.....	.....	.....	290.88
Wisconsin Central Railway Co.	150,309.02	125,189.86	1,460.29	480.37	14,340.32	11,208.23	5,498.00	.....	188,167.13
Wisconsin, Minnesota & Pacific Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
*State and Interstate.	\$13,235,883.90	\$7,141,863.40	\$115,233.76	\$5,254.82	\$753,609.19	\$762,780.50	\$91,923.08	\$7,633.91	\$8,908,353.75

TABLE IXa.
OPERATING REVENUES—STATE OF MINNESOTA—REVENUE FROM TRANSPORTATION.

NAME OF RAILROAD	Switching Revenue	Special Service Train Revenue	Miscellaneous Transportation Revenue	Total Revenue from Transportation
Minnesota & Manitoba Railway Company				\$19,618.00
Canadian Northern Railway Company				954,588.28
Chicago & Northwestern Railway Company	\$18,470.94	\$1,965.00	\$2,983.93	22,078.22
Chicago, Burlington & Quincy Railroad Company				450,186.20
Chicago, Great Western Railway Company	42,805.90	754.75		2,973,787.91
Chicago, Milwaukee & St. Paul Railway Company	147,883.79	2,568.50	4,155.55	226.00
Chicago, Rock Island & Pacific Railway Company	2,883.67		956.00	249,195.22
Chicago, St. Paul, Minneapolis & Omaha Railway Company	63,395.79	1,486.00		1,459,119.85
Dubuque & Sioux City Railroad (Illinois Central)	196.26	235.18	40.00	16,024.83
Duluth & Iron Range Railroad Company	7,379.60	783.00	564.31	1,042,877.69
Duluth & Northeastern Railroad Company	3,762.00			91,879.33
Duluth & Northern Minnesota Railway Company	39,534.95	1,765.75		437,035.59
Duluth, Belt Line				7,243.70
Duluth, Missabe & Northern Railway Company	6,247.16	4,181.97	1,567.05	1,010,053.04
Duluth, South Shore & Atlantic Railway Company		2.78		8,186.24
Duluth, Terminal Railway Company	745.00			
Duluth, Rainy Lake & Winnipeg Railway Company	163,498.21	6,366.70	7,115.71	118,209.80
Great Northern Railway Company				5,600,893.77
Green Bay & Western Railway Company				
Iowa Central Railway Company	267.23	78.05	18.17	
Mason City & Fort Dodge Railway Company	261.16			43,590.86
Minneapolis & Rainy River Railway Company				36,448.84
Minneapolis & St. Louis Railroad Company				240,135.77
Minneapolis Eastern Railway Company	25,361.48		1,026.94	1,764,607.05
Minneapolis, Red Lake & Manitoba Railway Company	49,199.80			40,198.89
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	618.00	17.50	55.50	37,788.13
Minneapolis Western Railway Company	3,570.12	1,282.94	629.78	1,033,950.47
Minnesota & International Railway Company	47,419.72			47,419.72
Minnesota & North Wisconsin Railway Company	5,935.50	429.24	1,442.80	674,400.14
Minnesota Transfer Railway Company			854.00	82,780.20
Northern Pacific Railway Company	3,297.32	1,544.68	12,487.25	3,297.32
Northern Transfer of Minneapolis	213,771.21			
Winona Bridge Railway Company	155,656.20			4,257,553.54
Wisconsin Central Railway Company	3,570.63			155,656.20
Wisconsin, Minnesota & Pacific Railway Company	7,041.59	465.49	752.60	
	\$1,013,353.23	\$23,927.53	\$34,875.68	\$23,206,394.09

TABLE IXa.—Continued.
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.

	Station and Train Privileges	Parcel-Room Receipts	Storage Freight	Storage Baggage	Car Service	Telegraph Service
Minnesota & Manitoba Railway Company.....						
Canadian Northern Railway Company.....			\$0.20	\$10.90	\$168.00	\$574.63
Chicago & Northwestern Railway Company.....	\$1,047.43	\$47.50	10.90	102.30	5,746.31	
Chicago, Great Western & Quincy Railroad Company.....						
Chicago, Burlington & Quincy Railroad Company.....	321.76					
Chicago, Milwaukee & St. Paul Railway Company.....	7,260.19	173.20	11.43	157.89	5,199.58	26.25
Chicago, Rock Island & Pacific Railway Company.....	610.70	229.87	2,247.78	2,792.50	17,639.90	2,619.55
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	2,880.90	303.16	2,648.19	202.77	4,074.06	
Dubuque & Sioux City Railroad (Illinois Central).....	107.60		4,213.07	508.77	16,069.00	
Duluth & Iron Range Railroad Company.....	788.47		6.75	7.30	77.00	
Duluth & Northeastern Railroad Company.....				40.29	1,280.00	45,208.94
Duluth & Northern Minnesota Railway Company.....					559.50	
Duluth Belt Line.....	287.50				161.00	21.31
Duluth, Missabe & Northern Railway Company.....	600.00				2,442.00	8,799.70
Duluth, South Shore & Atlantic Railway Company.....	2.47					
Duluth, Terminal Railway Company.....	157.50					
Duluth, Rainy Lake & Winnipeg Railway Company.....	3,453.87	11,946.15	1,011.22	9,285.33	847.00	112.11
Great Northern Railway Company.....					29,034.21	824.43
Green Bay & Western Railway Company.....			60	38	88.00	
Iowa Central Railway Company.....	31.57			2.54	201.00	
Mason City & Ft. Dodge Railway Company.....	10.37					
Minneapolis & Rainy River Railway Company.....						
Minneapolis & St. Louis Railroad Company.....	2,414.00		393.21	371.18	8,574.88	
Minneapolis Eastern Railway Company.....					1,023.00	
Minneapolis, Red Lake & Manitoba Railway Company.....					31.00	630.45
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	1,307.40	23.30	1,245.29	868.73	13,576.12	30,376.97
Minneapolis Western Railway Company.....					1,518.00	
Minnesota & International Railway Company.....	52.17		27.17	17.45	856.00	3,086.13
Minnesota & North Wisconsin Railway Company.....						
Minnesota Transfer Railway Company.....			21,692.73		4,871.00	
Northern Pacific Railway Company.....	76.32		5,065.91	1,060.51	20,304.27	2,970.35
Northern Transfer of Minneapolis.....					2,818.00	
Railway Transfer of Minneapolis.....						
Winona Bridge Railway Company.....					5,045.66	
Wisconsin Central Railway Company.....			50	49.68	1,446.65	461.42
Wisconsin, Minnesota & Pacific Railway Company.....	251.16					
	\$21,161.38	\$12,723.18	\$38,574.95	\$15,496.52	\$143,651.14	\$95,702.24

TABLE IXb.
OPERATING REVENUES, STATE OF MINNESOTA—REVENUES FROM OPERATING OTHER THAN TRANSPORTATION.

NAME OF RAILROAD	Rent of Buildings and other property	Miscellaneous	Total revenue for Operations other than Transportation	Total Operat- ing Revenues State	Total Operat- ing Revenues Entire Line
Minnesota & Manitoba Railway Company.....	\$371.00		\$1,124.73	\$17,742.73	\$9,709,462.71
Canadian Northern Railway Company.....	3,347.67	\$890.64	11,192.75	965,761.03	\$3,219,344.19
Chicago & Northwestern Railway Company.....				22,078.22	
Chicago, Burlington & Quincy Railroad Company.....				459,625.54	7,975,079.60
Chicago, Great Western Railway Company.....	2,500.83	1,203.60	9,439.34	3,033,363.87	56,932,820.50
Chicago, Milwaukee & St. Paul Railway Company.....	21,755.51	5,077.33	59,565.96	3,033,363.87	54,604,116.01
Chicago, Rock Island & Pacific Railway Company.....	227.76	3,363.54	11,356.89	260,552.11	12,865,693.93
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,923.90	4,639.43	30,038.23	1,489,158.08	5,495,998.03
Dubuque & Sioux City (Illinois Central) Railroad Company.....		39.81	238.46	15,263.29	
Duluth & Iron Range Railroad Company.....			51,579.71	1,094,417.40	1,094,417.40
Duluth & Northeastern Railroad Company.....	2,359.41	1,902.60	530.81	95,960.14	95,960.14
Duluth & Northern Minnesota Railway Company.....			438.50	437,484.09	437,484.09
Duluth Belt Line.....			131.25	7,374.95	
Duluth, Missabe & Northern Railway Company.....	3,446.21	161.53	15,443.44	1,035,502.48	9,365,249.01
Duluth, South Shore & Atlantic Railway Company.....			2.47	3,168.71	2,921,916.02
Duluth Terminal Railway Company.....					
Duluth, Northern Railway Company.....	6,542.78	10,863.56	1,116.61	119,326.41	119,326.41
Great Northern Railway Company.....			72,961.55	5,673,357.32	54,069,538.74
Green Bay & Western Railway Company.....					
Iowa Central Railway Company.....	4.00	4.86	139.41	43,690.27	3,002,475.25
Mason City & Ft. Dodge Railway Company.....	60.00	126.60	400.51	36,849.15	1,796,144.10
Minneapolis & Rainy River Railway Company.....				246,135.77	246,135.77
Minneapolis & St. Louis Railroad Company.....	1,704.98	388.77	13,847.02	1,708,454.07	3,826,516.07
Minneapolis Eastern Railway Company.....			1,023.00	50,222.80	50,222.80
Minneapolis, Red Lake & Manitoba Railway Company.....	1.00	92.40	744.85	38,530.98	38,530.98
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	2,416.14	1,279.32	51,093.27	1,085,043.74	11,014,214.93
Minneapolis Western Railway Company.....		162.00	1,680.00	49,099.72	49,099.72
Minnesota & International Railway Company.....	164.00	113.50	4,316.42	678,716.56	678,716.56
Minnesota & North Wisconsin Railway Company.....		265.75	265.75	83,045.95	83,045.95
Minnesota Transfer Railway Company.....	477.00	5,648.59	32,689.32	35,986.64	35,986.64
Northern Pacific Railway Company.....	38,055.93	21,575.39	89,108.68	4,346,662.22	68,235,484.17
Railway Transfer of Minneapolis.....			2,818.00	158,474.20	158,474.20
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....	32.00		5,077.66	16,283.01	7,307,311.35
Wisconsin, Minnesota & Pacific Railway Company.....	2,806.53		5,015.94	320,999.17	619,082.58
	\$88,196.65	\$57,930.47	\$473,436.53	\$23,679,830.62	\$376,055,002.80

TABLE IXc.
OPERATING REVENUES, STATE OF MINNESOTA, INTERSTATE BUSINESS, JUNE 30, 1908.—REVENUE FROM TRANSPORTATION.

NAME OF RAILROAD	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue	Express Revenue	Milk Revenue on Passenger Trains	Other Passenger Revenue	Total Passenger Revenue	Switching Revenue	Special Service Train Revenue
Minnesota & Manitoba Ry. Co.											
Canadian Northern Ry. Co.	\$318,334.29	\$17,782.99	\$332.32	\$481.34		\$1,153.01			\$19,752.66		
Chicago & Northwestern Ry. Co.	1,716,269.67	271,677.94	4,129.28				\$1,974.25	\$461.74	278,243.21		\$682.00
Chi. Burlington & Q. R. Ry. Co.	300,675.36	82,192.11	1,716.20	35.06	\$6,636.46	15,067.05	1,767.35	2.09	107,416.32	\$3,118.80	74.75
Chicago Great Western Ry. Co.	653,876.19	246,330.37	4,728.52	1,204.31					256,680.55		1,778.43
Chicago, Mil. & St. P. Ry. Co.	5,232,213.20	999,663.67	19,736.83		311,064.01				1,321,454.61		
Chicago, R. I. & P. Ry. Co.	622,162.92	183,930.15	1,747.31				238.58	89.06	136,095.08		523.08
C. St. P., M. & O. Ry. Co.	1,964,542.53	623,423.81		4,367.99			3,321.05		637,313.85		1,162.75
Dubuque & S. C. (Ill. Cent.)	45,384.37	20,909.15	309.41					19.26	21,237.82		92.63
Duluth & Iron Range R. R. Co.	5,113,092.08										
Duluth & Northeastern R. R.											
Duluth & Northern Minn. Ry.											
Duluth Belt Line											
Duluth, Mia. & Nor. Ry. Co.	8,339,746.53										
Duluth, S. S. & A. Ry. Co.											
Duluth Terminal Ry. Co.											
Duluth, R. L. & W. Ry. Co.	12,442,129.82	1,662,653.92	23,351.92						2,099,162.34		1,163.81
Great Northern Ry. Co.	2,045.20	1,691.21			298,087.23	112.69			1,845.96		
Green Bay & Western Ry. Co.											
Iowa Central Ry. Co.											
Mason City & Ft. D. Ry. Co.	79,101.86	9,840.96	172.87	10.67					10,055.82		190.92
Minneapolis & R. R. Ry. Co.											
Minneapolis & St. L. R. R. Co.	380,496.43	146,477.77	2,588.34	142.80					149,208.91		
Minneapolis Eastern Ry. Co.											
Mpls. R. L. & Man. Ry. Co.											
St. P., M. & S. Ste. M. Ry. Co.	2,410,294.12	630,996.52			90,539.76				721,536.28		
Minneapolis Western Ry. Co.											
Minnesota & Inter. Ry. Co.											
Minnesota & North Wis. Ry. Co.	18,262.19										
Minnesota Transfer Ry. Co.	6,851,905.08	1,895,548.54	24,629.76								
Northern Pacific Ry. Co.											
Railway Transfer of Mpls.											
Winona Bridge Ry. Co.	222,362.42	61,931.58	718.22						75,101.88		
Wisconsin Central Ry. Co.	229,816.36	23,866.30	620.40		5,064.61	7,148.56	238.91		24,622.16		
Wis., Minn. & Pac. Ry. Co.											
	\$46,942,910.62	\$6,875,927.99	\$84,781.48	\$6,242.17	\$711,484.76	\$341,954.65	\$12,225.24	\$703.64	\$85,033,319.98	\$12,980.70	\$11,029.64

TABLE IXd.

OPERATING REVENUES—STATE OF MINNESOTA—INTERSTATE BUSINESS—JUNE 30, 1908

NAME OF RAILROAD	Revenue from Transportation		Revenue from Operations other than Transportation				
	Miscellaneous Transportation Revenue	Total Revenue from Transportation	Station and Train privileges	Parcel-Room Receipts	Storage Freight	Storage Baggage	Car Service
Minnesota & Manitoba Railway Company.....		\$338,286.95					
Canadian Northern Railway Company.....		1,995,194.88	\$434.82				
Chicago & Northwestern Railway Company.....	\$698.84	411,984.07			\$334.15	\$38.75	\$4,247.50
Chicago, Burlington & Quincy Railroad Company.....		912,335.17					
Chicago Great Western Railway Company.....		6,553,667.81					
Chicago, Milwaukee & St. Paul Railway Company.....		808,749.40					
Chicago, Rock Island & Pacific Railway Company.....	58.34	2,603,033.06					
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	11.07	66,714.82					
Dubuque & Sioux City Railroad (Illinois Central).....		5,113,092.08					
Dubuque & Iron Range Railroad Company.....							
Duluth & Northeastern Railroad Company.....							
Duluth & Northern Minnesota Railway Company.....							
Duluth Belt Line.....							
Duluth, Missabe & Northern Railway Company.....		8,339,746.53					
Duluth, South Shore & Atlantic Railway Company.....							
Duluth Terminal Railway Company.....							
Duluth, Rainy Lake & Winnipeg Railway Company.....							
Great Northern Railway Company.....	6,765.01	14,549,220.98	3,729.73				
Green Bay & Western Railway Company.....		3,891.16					
Iowa Central Railway Company.....							
Mason City & Ft. Dodge Railway Company.....		89,348.60					
Minneapolis & Rainy River Railway Company.....							
Minneapolis & St. Louis Railroad Company.....		529,705.34					
Minneapolis Eastern Railway Company.....							
Minneapolis, Red Lake & Manitoba Railway Company.....							
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....		3,131,820.40	3,436.00				
Minneapolis Western Railway Company.....							
Minnesota & International Railway Company.....							
Minnesota & North Wisconsin Railway Company.....		18,262.19					
Minnesota Transfer Railway Company.....		8,989,384.65					
Northern Pacific Railway Company.....							
Railway Transfer of Minneapolis.....							
Winona Bridge Railway Company.....		297,464.30					
Wisconsin Central Railway Company.....		255,949.62					
Wisconsin, Minnesota & Pacific Railway Company.....							
	\$7,511.12	\$55,007,752.01	\$7,600.55		\$334.15	\$38.75	\$4,247.50

TABLE IXd.—Continued.
OPERATING REVENUES—STATE OF MINNESOTA—INTERSTATE BUSINESS—JUNE 30, 1908

NAME OF RAILROAD	Revenue from Operations other than Transportation					Total Operating Revenues
	Telegraph Service	Rents of Buildings and other Property	Miscellaneous	Total Revenue from Operations other than Transportation	Total Operating Revenues	Total Operating Revenues
Minnesota & Manitoba Railway Company.....					\$ 338,286.95	\$356,029.68
Canadian Northern Railway Company.....				\$434.82	1,995,629.70	2,961,380.73
Chicago & Northwestern Railway Company.....	\$68.29	\$606.71	\$302.50	5,597.90	417,581.97	439,660.19
Chicago, Burlington & Quincy Railroad Company.....					912,335.17	1,371,960.71
Chicago, Great Western Railway Company.....					6,553,667.81	9,587,031.68
Chicago, Milwaukee & St. Paul Railway Company.....					8,088,749.40	1,069,301.51
Chicago, Rock Island & Pacific Railway Company.....					2,603,253.36	4,062,391.44
Chicago-St. Paul, Minneapolis & Omaha Railway Company.....			200.30	200.30	66,714.82	82,978.11
Dubuque & Sioux City Railroad (Illinois Central).....					5,113,092.08	6,207,509.48
Dubuque & Iron Range Railroad Company.....						95,960.14
Duluth & Northeastern Railroad Company.....						437,434.09
Duluth & Northern Minnesota Railway Company.....						7,374.95
Duluth Belt Line.....						9,363,249.01
Duluth, Missabe & Northern Railway Company.....					8,339,746.53	3,168.71
Duluth, South Shore & Atlantic Railway Company.....						119,326.41
Duluth, Terminal Railway Company.....						20,228,806.03
Duluth, Western Railway Company.....						3,891.16
Great Northern Railway Company.....				3,729.73	14,552,950.71	43,680.77
Green Bay & Western Railway Company.....					89,348.60	128,157.75
Iowa Central Railway Company.....					529,705.34	2,248,159.41
Madison City & St. Louis Railway Company.....						30,222.80
Minneapolis & Rainy River Railway Company.....						38,580.98
Minneapolis & St. Louis Railroad Company.....						678,979.72
Minneapolis Eastern Railway Company.....						91,308.64
Minneapolis, Red Lake & Manitoba Railway Company.....						13,338,046.97
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....				3,436.00	3,135,256.40	136,474.20
Minneapolis Western Railway Company.....						
Minnesota & International Railway Company.....					18,262.19	78,716.56
Minnesota & North Wisconsin Railway Company.....						93,868.64
Minnesota Transfer Railway Company.....					8,989,384.65	13,338,046.97
Northern Pacific Railway Company.....						
Railway Transfer of Minneapolis.....						
Winona Bridge Railway Company.....						913,747.31
Wisconsin Central Railway Company.....					297,464.30	576,848.79
Wisconsin, Minnesota & Pacific Railway Company.....					255,849.62	
	\$68.29	\$606.71	\$502.80	\$13,398.75	\$55,021,150.76	\$78,700,981.38

TABLE X.
RAILWAY STOCKS OWNED, ENTIRE LINES, JUNE 30, 1908.

NAME OF RAILROAD	I—Active Corporations				II—Inactive Corporations			
	Par value of stocks owned not held in Sinking or other Fund		Dividends Declared	Valuation	Total par value of Stock outstanding	Par value of stocks Owned		Valuation of Stock Owned
	Unpledged	Pledged				Unpledged	Pledged	
Minnesota & Manitoba Ry. Co.								
Canadian Northern Ry. Co.			\$1,194,430.00	\$16,565,402.64	\$400,000.00			
Chicago & Northwestern Ry. Co.	\$2,715,528.71		4,454.00	428,151.15	182,884,163.00			
Chicago, Burlington & Quincy R. R. Co.	26,424,149.99		4,144.00	39,313,682.54	14,262,337.48			\$137,647.35
Chicago Great Western Ry. Co.	38,941,352.00		21,644.00	16,349,801.06				
Chicago, Milwaukee & St. Paul Ry. Co.	19,102,600.00		71,254.00	27,240,307.12	757,000.00		\$50,600.00	7,851.00
Chicago, Rock Island & Pacific Ry. Co.	7,614,542.50	\$16,512,200.00	98,724.00	4,394,628.30				
Chicago, St. Paul, Mpls. & Omaha	4,913,028.30			5.80				
Dubuque & Sioux City (Ill. Cent.)	1,400.00							
Duluth & Iron Range R. Co.								1.00
Duluth & Northeastern R. R. Co.								
Duluth & Northern Minnesota Ry. Co.								
Duluth Belt Line								
Duluth, Missabe & Northern Ry. Co.								
Duluth, South Shore & Atlantic Ry.								
Duluth Terminal Ry. Co.	650,400.00			628,043.58				
Duluth, Rainy Lake & Winnipeg Ry.								
Great Northern Ry. Co.	59,089,642.00	110,600.00	4,328,436.00	113,972,275.30				
Green Bay & Western Ry. Co.	1,073,400.00			9,518.00				
Iowa Central Ry. Co.	550.00	917,900.00						
Mason City & Ft. Dodge Ry. Co.								
Minneapolis & Rainy River Ry. Co.		720,600.00		341,692.91				
Minneapolis & St. Louis R. R. Co.	306,800.00	7,000.00	4,144.00	103,600.00				
Minneapolis Eastern Ry. Co.								
Minneapolis, Red Lake & Manitoba								
Minneapolis, St. P. & Sault Ste. M.	2,328,100.00		4,144.00	2,141,190.56				
Minneapolis Western Ry. Co.								
Minnesota & International Ry. Co.								
Minnesota & North Wisconsin Ry. Co.					10,000.00			10,000.00
Minnesota Transfer Ry. Co.								
Northern Pacific Ry. Co.	3,278,850.00	54,507,250.00	4,349,914.00	111,574,640.70	88,030,112.65			
Railway Transfer of Minneapolis								
Winona Bridge Ry. Co.								
Wisconsin Central Ry. Co.	277,000.00	2,586,279.20		277,000.00				
Wisconsin, Minnesota & Pacific Ry.								
	\$186,717,341.50	\$75,361,829.20	\$10,061,298.00	\$332,342,939.65	\$286,343,013.12	\$195,451,032.07	\$74,929,979.57	\$156,299.35

TABLE XI.
RAILWAY FUNDED DEBT OWNED, ENTIRE LINES, JUNE 30, 1908.

NAME OF RAILROAD	I—Active Corporations				II—Inactive Corporations			
	Par value of funded debt owned not held in sinking or other funds		Interest Accrued	Valuation	Total par value of funded debt outstanding	Par value of funded debt owned		Valuation of funded debt owned
	Unpledged	Pledged				Unpledged	Pledged	
Minnesota & Manitoba Ry. Co.					\$670,000.00			
Canadian Northern Ry. Co.			\$3,150.00	\$49,254,000.00				
Chicago & Northwestern Ry. Co.	\$19,264,000.00	\$31,492,000.00	86,352.00	1,505,523.00	42,328,510.00	\$5,038,310.00	\$37,290,200.00	
Chicago, Burlington & Quincy R. R. Co.	3,489,800.00	31,000.00		63,000.00				
Chicago, Great Western Ry. Co.	63,000.00			10,714,000.00				
Chicago, Milwaukee & St. Paul Ry. Co.	10,729,000.00		114,330.00	33,293,625.15				
Chicago, Rock Island & Pacific Ry. Co.	21,194,837.50	25,876,000.00	1,201,793.79	1,725,091.45				
Chicago, St. Paul, Mpls. & Omaha Ry. Co.	1,725,091.45		10,060.00					
Dubuque & Sioux City (Ill. Cent.)								
Duluth & Iron Range R. R. Co.	1,919,000.00			1,919,000.00				
Duluth & Northeastern R. R. Co.								
Duluth & Northern Minnesota Ry. Co.								
Duluth Belt Line								
Duluth, Missabe & Northern Ry. Co.								
Duluth, South Shore & Atlantic Ry. Co.								
Duluth Terminal Ry. Co.								
Duluth, Rainy Lake & Winnipeg Ry. Co.								
Great Northern Ry. Co.	33,453,969.70		125,065.00	33,555,890.03				
Green Bay & Western Ry. Co.	205,000.00		8,750.00	87,800.00				
Iowa Central Ry. Co.	1,441,000.00	558,000.00	22,200.00	1,995,000.00				
Mason City & Ft. Dodge Ry. Co.								
Minneapolis & Rainy River Ry. Co.								
Minneapolis & St. Louis R. R. Co.								
Minneapolis Eastern Ry. Co.	1,804,000.00	95,000.00	36,983.97	1,879,000.00				
Minneapolis, Red Lake & Manitoba								
Minneapolis, St. P. & Sault Ste. M.	1,927,000.00		6,340.00	1,907,000.00				
Minneapolis Western Ry. Co.								
Minnesota & International Ry. Co.	371,000.00		14,341.00	336,977.50				
Minnesota & North Wisconsin Ry. Co.								
Minnesota Transfer Ry. Co.								
Northern Pacific Ry. Co.	5,366,000.00	2,145,000.00	192,510.00	5,069,238.77	59,436,034.00	12,843,000.00	46,596,034.00	
Railway Transfer of Minneapolis								
Winona Bridge Ry. Co.								
Wisconsin Central Ry. Co.	191,543.51		10,140.28	191,543.51				
Wisconsin, Minnesota & Pacific Ry.								
	\$103,143,242.16	\$59,994,000.00	\$1,832,046.04	\$148,487,689.41	\$102,434,544.00	\$17,881,310.00	\$83,795,234.00	

TABLE XII.

MISCELLANEOUS STOCKS AND FUNDED DEBT OWNED, ENTIRE LINES, JUNE 30, 1908.

NAME OF RAILROAD	A—Other than Railway Stocks			B—Other than Railway Funded Debt		
	Total par value of securities owned	Dividends Declared	Valuation	Total par value of securities owned	Interest Accrued	Valuation
Minnesota & Manitoba Ry. Co.						
Canadian Northern Ry. Co.	\$1,942,006.61	\$27,515.00		\$4,405,000.00	\$219,350.00	
Chicago & Northwestern Ry. Co.	7,276,200.00	709,080.00	\$721,560.00			
Chicago, Burlington & Quincy R. R. Co.	996,526.66	2,116.67	526,919.22	417,500.00	16,850.00	\$417,500.00
Chicago Great Western Ry. Co.	196,200.00		396,206.44	32,000.00	1,600.00	30,400.00
Chicago, Milwaukee & St. Paul Ry. Co.	1,916,400.00	14,761.75	1,828,422.00			
Chicago, Rock Island & Pacific Ry. Co.	4,723,000.00	59,503.27	770,011.00	12,418,080.94	35,917.36	9,629,454.63
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.						
Dubuque & Sioux City (Illinois Central) R. R. Co.						
Duluth & Iron Range R. R. Co.						
Duluth & Northeastern R. R. Co.						
Duluth & Northern Minnesota Ry. Co.						
Duluth Belt Line						
Duluth, Missabe & Northern Ry. Co.	462,608.00	185,003.20	116,250.80			
Duluth, South Shore & Atlantic Ry. Co.	49,666.66		265,371.70			
Duluth Terminal Ry. Co.						
Duluth, Rainy Lake & Winnipeg Ry. Co.						
Great Northern Ry. Co.	8,272,833.34	25,373.22	7,749,377.48	453.15	370.00	453.15
Green Bay & Western Ry. Co.						
Iowa Central Ry. Co.						
Mason City & Ft. Dodge Ry. Co.	400,000.00		20,000.00			
Minneapolis & Rainy River Ry. Co.						
Minneapolis & St. Louis R. R. Co.						
Minneapolis Eastern Ry. Co.						
Minneapolis, Red Lake & Manitoba Ry. Co.						
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	25,000.00		25,000.00	10,000.00	542.50	10,000.00
Minneapolis, Western Ry. Co.						
Minnesota & International Ry. Co.						
Minnesota & North Wisconsin Ry. Co.						
Minnesota Transfer Ry. Co.	3,118,000.00	400,000.00	2,775,000.00	7,000,000.00	230,000.00	7,000,000.00
Northern Pacific Ry. Co.						
Railway Transfer of Minneapolis						
Winona Bridge Ry. Co.	113,860.00		1,100.00			
Wisconsin Central Ry. Co.						
Wisconsin, Minnesota & Pacific Ry. Co.						
	\$29,489,191.27	\$1,423,353.11	\$14,995,218.64	\$24,283,034.09	\$554,629.86	\$17,087,807.78

TABLE XIII.

SINKING INSURANCE AND OTHER FUNDS, ENTIRE LINES, JUNE 30, 1908.
 A. INCOME AND DISBURSEMENTS DURING YEAR. B. ASSETS ON JUNE 30, 1908.

NAME OF RAILROAD	Income			Disbursements	Securities in Funds		Total
	Cash appropriations to Fund	Income to Fund from Investments	Other Income to Fund		Cost	Cash in Funds	
Minnesota & Manitoba Ry. Co.							
Canadian Northern Ry. Co.							
Chicago & Northwestern Ry. Co.	\$225,500.00	\$246,635.00	\$432,476.02	\$1,200.00	\$10,209,937.86	\$133,082.70	\$10,343,020.56
Chicago, Burlington & Quincy R. R. Co.	676,011.46						
Chicago Great Western Ry. Co.		92,275.04	199,522.94	1,346,487.14	2,060,474.58	1,635,015.12	3,695,489.70
Chicago, Milwaukee & St. Paul Ry. Co.	345,731.61						
Chicago, Rock Island & Pacific Ry. Co.							
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.							
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	56,733.60	32,488.83					
Duluth & Iron Range R. R. Co.	641,050.65		181,268.55				
Duluth & Northeastern R. R. Co.							
Duluth & Northern Minnesota Ry. Co.							
Duluth Belt Line							
Duluth, Missabe & Northern Ry. Co.	245,607.58	106,156.67	20,900.85	372,665.10	1,434,600.00	644,358.56	*2,026,558.56
Duluth, South Shore & Atlantic Ry. Co.	10,000.00			10,000.00		26,394.00	26,394.00
Duluth Terminal Ry. Co.							
Duluth, Rainy Lake & Winnipeg Ry. Co.							
Great Northern Ry. Co.							
Green Bay & Western Ry. Co.							
Iowa Central Ry. Co.							
Mason City & Ft. Dodge Ry. Co.							
Minneapolis & Rainy River Ry. Co.							
Minneapolis & St. Louis R. R. Co.							
Minneapolis Eastern Ry. Co.							
Minneapolis, Red Lake & Manitoba Ry. Co.							
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.							
Minneapolis Western Ry. Co.							
Minneapolis & International Ry. Co.							
Minnesota & North Wisconsin Ry. Co.							
Minnesota Transfer Ry. Co.							
Northern Pacific Ry. Co.	2,794,960.28	90,896.25	187,522.17	3,062,968.70	2,156,232.89	2,843,777.11	5,000,000.00
Railway Transfer of Minneapolis							
Winona Bridge Ry. Co.							
Wisconsin Central Ry. Co.	5,250.00		87.07	5,337.07			
Wisconsin, Minnesota & Pacific Ry. Co.							
	\$4,990,835.18	\$567,951.79	\$971,757.60	\$6,530,544.57	\$1,547,293.72	\$16,730,545.33	\$9,037,237.17
							\$25,714,182.50

*Deducted \$53,600 from total account premiums paid in purchase of bonds.

TABLE XIV.
OPERATING EXPENSES—ENTIRE LINES—JUNE 30, 1908—FOR LARGE ROADS—MAINTENANCE OF WAY AND STRUCTURES

NAME OF RAILROAD	Superintendence	Ballast	Ties	Rails	Other track Material
Minnesota & Manitoba Railway Company	\$38,200.31	*	\$245,223.74	\$9,104.81	\$52,996.56
Canadian Northern Railway Company	355,959.76	104,039.70	1,121,215.31	386,899.08	436,932.00
Chicago & Burlington Railway Company	628,856.71	336,185.93	2,395,327.43	1,208,041.67	1,169,313.43
Chicago, Great Western & Quincy Railroad Company	47,280.80	775.85	163,212.44	24,071.55	39,908.54
Chicago, Milwaukee & St. Paul Railway Company	227,451.10	36,896.18	947,801.50	336,238.69	450,344.20
Chicago, Rock Island & Pacific Railway Company	493,425.52	39,036.10	1,148,544.51	133,702.66	241,508.61
Chicago, St. Paul, Minneapolis & Omaha Railway Company	69,737.76	31,938.53	164,788.13	88,779.44	111,036.38
Dubuque & Sioux City Railroad (Illinois Central)	49,351.00	*587.13	56,512.49	8,334.46	21,927.70
Dubuque & Iron Range Railroad Company	15,968.03	21,341.17	59,718.12	10,393.15	18,186.42
Duluth & Northeastern Railroad Company					
Duluth & Northern Minnesota Railway Company					
Duluth Belt Line					
Duluth, Missabe & Northern Railway Company	26,573.93	24,562.46	67,204.30	25,812.63	59,335.52
Duluth, South Shore & Atlantic Railway Company	16,499.98	9,309.83	74,218.75	20,145.61	45,807.67
Duluth Terminal Railway Company					
Duluth, Rainy Lake & Winnipeg Railway Company					
Great Northern Railway Company	551,689.28	112,333.69	1,136,207.32	441,769.85	621,973.58
Green Bay & Western Railway Company					
Iowa Central Railway Company	16,844.19	739.48	109,686.47	11,708.05	23,153.79
Mason City & Fort Dodge Railway Company	8,270.55	4,150.08	23,047.55	235.50	4,972.25
Minneapolis & Rainy River Railway Company					
Minneapolis & St. Louis Railroad Company	19,587.99	1,100.95	130,778.26	2,575.20	17,113.95
Minneapolis Eastern Railway Company					
Minneapolis, Red Lake & Manitoba Railway Company					
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	35,217.07		172,473.05	8,152.47	22,016.55
Minneapolis Western Railway Company					
Minneapolis & International Railway Company	7,525.29	6,906.71	16,506.64	4,997.06	3,925.18
Minnesota & North Wisconsin Railway Company					
Minnesota Transfer Railway Company					
Northern Pacific Railway Company	371,242.67	28,501.91	1,380,436.53	274,066.78	449,330.40
Railway Transfer of Minneapolis					
Winona Bridge Railway Company	35,149.55	247.90	103,570.66	29,191.01	54,319.06
Wisconsin Central Railway Company	6,014.38	1,000.76	48,087.61	191.91	2,155.05
Wisconsin, Minnesota & Pacific Railway Company					
	\$3,020,935.87	\$758,467.75	\$9,614,560.81	\$3,024,501.58	\$3,848,056.84

*Credit.

TABLE XIV.—Continued.
OPERATING EXPENSES—ENTIRE LINES—JUNE 30, 1908—FOR LARGE ROADS—MAINTENANCE OF WAY AND STRUCTURES

NAME OF RAILROAD	Roadway and Track	Removal of Snow, Sand and Ice	Tunnels	Bridges, Trestles and Culverts	Over and under Grade Crossings
Minnesota & Manitoba Railway Company.....	\$756,216.31	\$26,069.02		\$121,493.69	\$50.00
Canadian Northern Railway Company.....	3,495,446.23	188,344.93		732,597.00	23,157.73
Chicago & Northwestern Railway Company.....	5,362,517.88	61,543.30	2,836.58	1,053,349.55	39,991.36
Chicago, Burlington & Quincy Railroad Company.....	336,519.17	6,962.72	14.29	36,680.19	793.32
Chicago Great Western Railway Company.....	2,300,204.01	155,483.65		668,835.72	14,914.18
Chicago, Rock Island & Pacific Railway Company.....	3,071,293.43	42,463.98	15.18	799,690.52	18,997.49
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	627,967.48	13,312.85	1,057.87	187,783.36	5,346.94
Dubuque & Sioux City Railroad (Illinois Central).....	288,926.82	5,171.58		108,550.28	607.76
Duluth & Iron Range Railroad Company.....	236,110.14	9,178.52		32,448.22	33.79
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth Belt Line.....					
Duluth, Missabe & Northern Railway Company.....	301,134.53	6,647.40	154,815.24	55,610.33	464.20
Duluth, South Shore & Atlantic Railway Company.....	280,701.18	28,396.73		18,108.76	3.08
Duluth Terminal Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Great Northern Railway Company.....	4,747,513.45	118,036.89	19,129.21	614,785.23	23,150.09
Iowa Central Railway Company.....	150,055.35	2,039.58		20,876.52	701.46
Mason City & Ft. Dodge Railway Company.....	106,078.45	1,776.50		18,224.47	196.74
Minneapolis & Rainy River Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	188,937.46	5,557.85		31,679.31	2,290.58
Minneapolis Eastern Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	614,385.45	29,937.85		174,495.00	
Minneapolis Western Railway Company.....					
Minnesota & International Railway Company.....	63,073.78	921.80		3,246.59	
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Northern Pacific Railway Company.....	4,189,564.44	77,622.49	20,123.56	758,766.98	6,264.62
Northern Transfer of Minneapolis.....					
Winona Bridge Railway Company.....	289,496.51	13,862.07		73,010.19	1,756.98
Wisconsin Central Railway Company.....	58,780.03	966.53		12,800.79	89.00
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$27,464,902.10	\$794,296.24	\$198,343.85	\$5,523,032.70	\$138,809.32

*Credit.

TABLE

OPERATING EXPENSES, ENTIRE LINE, FOR LARGE

NAME OF RAILROAD	Grade Crossings, Fences, Cattle Guards, and Signs	Snow and Sand Fences and Snow Sheds	Signal and Interlocking Plants
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....	\$13,232.20	\$13,056.04	\$1,451.36
Chicago & Northwestern Railway Co.....	153,114.05	7,423.52	148,392.60
Chicago, Burlington & Quincy Railroad Co..	269,411.00	9,297.96	111,346.07
Chicago Great Western Railway Co.....	14,893.23		8,627.08
Chicago, Milwaukee & St. Paul Railway Co..	151,301.05	19,281.02	84,082.92
Chicago, Rock Island & Pacific Railway Co..	119,974.63	8,321.94	81,043.05
Chicago, St. Paul, Minneapolis & O. Ry. Co.	31,926.11	1,709.16	8,347.29
Dubuque & Sioux City (Ill. Cent.) R. R. Co..	14,831.89	912.27	17,181.99
Duluth & Iron Range Railroad Co.....	2,987.05	280.55	788.74
Duluth & Northeastern Railroad Co.....			
Duluth & Northern Minnesota Railway Co....			
Duluth Belt Line.....			
Duluth, Missabe & Northern Railway Co....	8,456.00	102.65	2,455.52
Duluth, South Shore & Atlantic Railway Co..	5,130.98	259.70	449.57
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co.....			
Great Northern Railway Co.....	78,271.59	18,219.02	37,757.22
Green Bay & Western Railway Co.....			
Iowa Central Railway Co.....	9,559.92	42.66	57.88
Mason City & Ft. Dodge Railway Co.....	3,516.07		2,325.23
Minneapolis & Rainy River Railway Co.....			
Minneapolis & St. Louis Railroad Co.....	10,132.61	2,265.58	1,544.35
Minneapolis Eastern Railway Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co..			
Minneapolis, St. P. & Sault Ste. M. Ry. Co..	16,121.90	2,611.91	3,204.92
Minneapolis Western Railway Co.....			
Minnesota & International Railway Co.....	608.25		29.07
Minnesota & North Wisconsin Railway Co..			
Minnesota Transfer Railway Co.....			
Northern Pacific Railway Co.....	117,582.55	23,953.96	23,074.34
Railway Transfer of Minneapolis.....			
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....	18,212.65	445.49	3,517.79
Wisconsin, Minnesota & Pacific Railway Co..	2,769.45		573.95
	\$1,042,033.18	\$108,183.43	\$536,250.54

XIVa.

ROADS.—MAINTENANCE OF WAY AND STRUCTURES.

Telegraph and Telephone Lines	Electric Power Transmission	Building Fixtures and Grounds	Docks and Wharves	Roadway Tools and Supplies	Work Equipment Repairs
\$23,401.48		\$121,910.81	\$750.07	\$20,226.57	\$14,967.44
29,243.55		577,667.36	45,253.90	48,412.22	47,839.44
132,127.37		1,008,419.29	25,768.95	114,291.95	236,457.70
5,396.45		49,658.40		7,160.19	9,545.22
52,052.75		526,488.01	5,976.23	121,729.16	65,309.63
81,364.71		672,588.27	10,559.66	78,208.64	108,010.53
17,393.16		126,942.56	16,679.32	7,642.26	15,081.45
15,279.12		71,666.18		5,343.15	2,809.87
14,992.01	\$123,069.44	72,410.38	34,696.70	5,329.51	8,007.18
4,068.08		109,780.82	69,781.43	7,450.06	14,203.49
2,905.02		24,164.83	15,093.70	5,943.97	3,810.95
58,998.41		708,769.67	18,846.50	107,531.59	289,985.51
1,779.77		20,336.81		3,334.27	1,185.79
1,533.35		8,397.20		1,212.20	*43.71
3,342.49		16,455.12		4,285.49	8,408.19
21,439.16		116,559.65	20,292.25	18,490.55	16,320.73
1,174.60		5,697.25	*424.37	748.11	1,749.62
78,132.21		813,038.87	100,085.01	71,918.15	138,444.16
5,922.84		69,844.70	25,909.10	7,167.00	12,816.19
1,293.85		5,917.36		1,205.05	386.04
\$561,840.38	\$123,069.44	\$5,126,713.64	\$439,268.45	\$637,625.09	\$995,295.42

*Credit.

TABLE

OPERATING EXPENSES, ENTIRE LINE, FOR LARGE

NAME OF RAILROAD	Work Equipment Renewals	Work Equipment Depreciation	Injuries to Persons
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....			\$3,908.90
Chicago & Northwestern Railway Co.....		\$16,495.11	\$55,567.26
Chicago, Burlington & Quincy Railroad Co..	\$65,871.51	101,951.41	43,597.36
Chicago Great Western Railway Co.....			2,936.45
Chicago, Milwaukee & St. Paul Railway Co.	14,499.95	8,521.10	64,759.39
Chicago, Rock Island & Pacific Railway Co..	802.35	4,724.79	72,987.98
Chicago, St. Paul, Minneapolis & O. Ry. Co.		7,528.52	5,796.03
Dubuque & Sioux City (Ill. Cent.) R. R. Co..	5,412.00		4,203.50
Duluth & Iron Range Railroad Co.....	486.34	1,915.34	5,865.97
Duluth & Northeastern Railroad Co.....			
Duluth & Northern Minnesota Railway Co...			
Duluth Belt Line.....			
Duluth, Missabe & Northern Railway Co....		8,757.13	3,484.76
Duluth, South Shore & Atlantic Railway Co.		2,190.33	2,111.32
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co....			
Great Northern Railway Co.....	9,617.23	69,456.32	85,249.60
Green Bay & Western Railway Co.....			
Iowa Central Railway Co.....	1,133.97	2,628.61	3,207.52
Mason City & Ft. Dodge Railway Co.....			3,750.40
Minneapolis & Rainy River Railway Co.....			
Minneapolis & St. Louis Railroad Co.....	262.01	2,684.84	3,064.69
Minneapolis Eastern Railway Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co.			
Minneapolis, St. P. & Sault Ste. M. Ry. Co..		1,578.96	2,770.64
Minneapolis Western Railway Co.....			
Minnesota & International Railway Co.....	426.60	1,242.84	143.87
Minnesota & North Wisconsin Railway Co..			
Minnesota Transfer Railway Co.....			
Northern Pacific Railway Co.....	721.97	46,069.06	40,304.08
Railway Transfer of Minneapolis.....			
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....		3,889.84	47,160.88
Wisconsin, Minnesota & Pacific Railway Co..			400.50
	\$99,233.93	\$279,634.20	\$451,271.10

XIVb.

ROADS.—MAINTENANCE OF WAY AND STRUCTURES.

Stationery and Printing	Insurance	Other Expenses	Dr. Maintaining Joint Tracks, Yards and Other Facilities	Cr. Maintaining Joint Tracks, Yards and Other Facilities	Total Maintenance of Ways and Structures
\$1,600.74	\$14,903.11	\$6.15	\$7,133.08		\$1,486,050.04
10,878.82	13,773.19	1,280.09	90,429.19	\$46,652.26	8,056,546.36
18,151.80	84,294.73	383.73	278,885.72	357,807.19	14,397,928.69
571.63	21,436.02		192,247.84	4,860.43	963,830.95
9,007.03	102,901.51	736.10	299,107.98	71,102.72	6,642,820.34
13,883.36	119,184.24	14,990.50	523,414.31	148,361.04	7,750,370.92
1,810.76	15,172.52		105,987.17	41,030.22	1,622,754.33
2,636.40	7,562.93	2,109.94	10,270.05	26,724.88	672,289.37
1,418.44	9,748.03	36,248.16	8,154.77		729,776.17
1,090.85	9,589.07	5.25	509.59	10,590.39	951,804.85
563.38	2,083.57	129.80	14,354.02	10,783.63	561,404.05
15,978.99	70,233.46	746.49	97,487.27	134,060.42	9,969,677.04
383.07	2,769.02	53.45	8,920.74	4,801.35	386,401.72
57.43	2,728.00		5,758.97	861.83	195,325.40
572.71	6,828.91	65.22	42,328.58	40,101.52	461,760.82
872.77	17,190.40	3,153.96	33,657.53	66.62	1,330,856.15
185.70	354.07			459.50	118,579.16
8,300.18	37,510.16	2,296.73	82,791.90	155,787.75	8,984,355.86
1,668.31	9,381.62	281.91	46,031.87	4,800.09	848,054.03
42.92	896.00		852.87	505.36	143,918.69
\$39,685.39	\$548,540.61	\$62,487.48	\$1,848,323.45	\$1,059,357.25	\$66,274,005.44

TABLE

OPERATING EXPENSES, ENTIRE LINES JUNE 30, 1906—

NAME OF RAILROAD	Superinten- dence	Steam Locomotives Repairs	Steam Locomotives Renewals
Minnesota & Manitoba Railway Co.			
Canadian Northern Railway Co.	\$23,561.20	\$625,798.32	\$40.95
Chicago & Northwestern Railway Co.	196,970.85	2,595,563.36	
Chicago, Burlington & Quincy Railroad Co.	378,226.08	3,299,804.89	88,161.83
Chicago Great Western Railway Co.	30,121.32	618,835.08	
Chicago, Milwaukee & St. Paul Railway Co.	130,276.13	2,246,478.97	
Chicago, Rock Island & Pacific Railway Co.	305,531.94	2,938,379.50	
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	45,640.94	530,819.85	*2,000.00
Dubuque & Sioux City Railroad (Illinois Central)	14,326.47	285,608.69	7,923.75
Duluth & Iron Range Railroad Co.	14,965.60	202,524.58	
Duluth & Northeastern Railroad Co.			
Duluth & Northern Minnesota Railway Co.			
Duluth Belt Line			
Duluth, Missabe & Northern Railway Co.	15,015.79	161,434.27	
Duluth, South Shore & Atlantic Railway Co.	10,616.24	86,286.57	6.32
Duluth Terminal Railway Co.			
Duluth, Rainy Lake & Winnipeg Railway Co.			
Great Northern Railway Co.	176,660.75	2,227,670.24	
Green Bay & Western Railway Co.			
Iowa Central Railway Co.	7,340.95	168,261.30	
Mason City & Ft. Dodge Railway Co.		2,948.34	103,051.10
Minneapolis & Rainy River Railway Co.			
Minneapolis & St. Louis Railroad Co.	11,018.39	147,391.87	
Minneapolis Eastern Railway Co.			
Minneapolis, Red Lake & Manitoba Railway Co.			
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	31,784.86	556,960.51	
Minneapolis Western Railway Co.			
Minnesota & International Railway Co.	8.00	28,337.85	
Minnesota & North Wisconsin Railway Co.			
Minnesota Transfer Railway Co.			
Northern Pacific Railway Co.	178,270.91	2,336,466.46	
Railway Transfer of Minneapolis			
Winona Bridge Railway Co.			
Wisconsin Central Railway Co.	20,241.57	312,013.95	
Wisconsin, Minnesota & Pacific Railway Co.	2,315.27	30,057.66	
	\$1,592,893.06	\$19,401,647.16	\$197,183.95

*Credit.

XIVc.

FOR LARGE ROADS—MAINTENANCE OF EQUIPMENT

Steam Locomotives Depreciation	Electric Locomotives Repairs	Electric Locomotives Renewals	Electric Locomotives Depreciation	Passenger Train Cars Repairs	Passenger Train Cars Renewals	Passenger Train Cars Depreciation
.....	\$120,223.73	.....	.....
\$321,719.15	560,205.93	.....	\$98,474.10
1,171,012.75	613,679.84	\$47,754.68	503,085.08
.....	102,658.07	.....	.....
180,678.55	548,099.87	14,177.34	105,187.25
34,503.64	615,756.34	7,646.23	13,398.01
97,395.53	124,752.29	.....	22,892.68
.....	71,743.59	2,331.26	.....
38,612.09	18,993.09	.....	2,968.64
.....
49,977.78	42,731.61	644.17	5,202.25
16,133.69	39,585.12	.....	9,418.87
.....
843,928.05	486,467.21	11,491.69	234,238.92
16,480.06	12,426.89	*2.75	5,156.85
.....	24,178.99	.....	.....
21,589.26	46,629.64	456.50	10,561.46
.....
35,577.78	174,576.80	.....	18,074.46
7,385.17	3,001.93	.....	1,378.96
.....
852,784.76	490,576.99	*4,666.75	312,075.25
.....
38,120.57	89,272.53	9,069.00	8,600.40
.....	7,164.77	.....	.....
\$3,725,898.83	\$4,192,725.23	\$88,901.37	\$1,350,713.18

*Credit.

TABLE

OPERATING EXPENSES, ENTIRE LINE—FOR LARGE

NAME OF RAILROAD	Freight Train Cars, Repairs	Freight Train Cars, Renewals	Freight Train Cars, Depreciation
Minnesota & Manitoba Ry. Co.....			
Canadian Northern Ry. Co.....	\$290,443.62		
Chicago & Northwestern Ry. Co.....	2,034,589.69	\$4,167.13	\$741,805.75
Chicago, Burlington & Quincy R. R. Co.....	3,083,171.36	503,326.64	2,073,190.34
Chicago Great Western Ry. Co.....	540,568.65	26,396.79	
Chicago, Milwaukee & St. Paul Ry. Co.....	2,881,654.82	84,173.74	434,141.76
Chicago, Rock Island & Pacific Ry. Co.....	2,620,501.12	38,875.50	54,494.83
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	408,025.44	41,174.46	175,229.23
Dubuque & Sioux City R. R. (Illinois Central).....	428,321.19	51,345.18	
Duluth & Iron Range R. R. Co.....	155,259.71	* 8,778.69	146,098.41
Duluth & Northeastern R. R. Co.....			
Duluth & Northern Minnesota Ry. Co.....			
Duluth Belt Line.....			
Duluth, Missabe & Northern Ry. Co.....	260,532.49	417.18	287,377.78
Duluth, South Shore & Atlantic Ry. Co.....	133,171.40	2,647.04	45,771.99
Duluth Terminal Ry. Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co.....			
Great Northern Ry. Co.....	1,682,122.55	182,402.15	1,666,092.50
Green Bay & Western Ry. Co.....			
Iowa Central Ry. Co.....	56,943.44	1,900.08	35,587.11
Mason City & Ft. Dodge Ry. Co.....	84,733.52	1,401.41	
Minneapolis & Rainy River Ry. Co.....			
Minneapolis & St. Louis R. R. Co.....	192,411.68	11,281.49	50,411.10
Minneapolis Eastern Ry. Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co.....			
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.....	447,857.46	9,039.93	83,085.72
Minneapolis Western Ry. Co.....			
Minnesota & International Ry. Co.....	19,468.73	399.54	19,768.25
Minnesota & North Wisconsin Ry. Co.....			
Minnesota Transfer Ry. Co.....			
Northern Pacific Ry. Co.....	2,319,235.82	64,528.77	1,554,938.73
Railway Transfer of Minneapolis.....			
Winona Bridge Ry. Co.....			
Wisconsin Central Ry. Co.....	362,113.53	4,462.83	95,808.70
Wisconsin, Minnesota & Pacific Ry. Co.....	14,844.66	1,704.35	
	\$18,015,970.88	\$1,020,865.52	\$7,463,802.20

*Credit

XIVd.

ROADS—MAINTENANCE OF EQUIPMENT

Electric Equipment of Cars, Repairs	Electric Equipment of Cars, Renewals	Electric Equipment of Cars, Depreciation	Floating Equipment Repairs	Floating Equipment Renewals	Floating Equipment Depreciation	Shop Machinery and Tools
						\$37,510.91
						163,046.00
						284,163.89
						30,997.13
						184,104.58
			\$16,811.71		\$62.50	155,872.22
						26,464.92
						20,069.60
						29,025.36
						27,056.27
						8,539.32
						106,658.76
						10,098.81
						6,975.77
						10,854.46
						39,222.04
						22.41
			3,642.40		7,816.56	119,155.82
						24,746.28
						2,336.15
			\$20,454.11		\$7,879.06	\$1,286,920.70

TABLE

OPERATING EXPENSES, ENTIRE LINE—FOR LARGE

NAME OF RAILROAD	Power Plant Equipment	Injuries to Persons	Stationery and Printing
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....		\$2,278.61	\$2,515.92
Chicago & Northwestern Railway Co.....		27,880.60	14,111.81
Chicago, Burlington & Quincy Railroad Co.....		10,636.97	21,978.42
Chicago Great Western Railway Co.....		6,826.04	1,549.30
Chicago, Milwaukee & St. Paul Railway Co.....		23,296.84	13,587.28
Chicago, Rock Island & Pacific Railway Company.....		55,875.22	14,288.55
Chicago, St. Paul, Minneapolis & Omaha Railway Co..		3,829.75	3,319.85
Dubuque & Sioux City Railroad (Illinois Central).....		2,378.07	1,909.01
Duluth & Iron Range Railroad Co.....		3,045.29	859.20
Duluth & Northeastern Railroad Co.....			
Duluth & Northern Minnesota Railway Co.....			
Duluth Belt Line.....			
Duluth, Missabe & Northern Railway Co.....		3,556.36	3,012.14
Duluth, South Shore & Atlantic Railway Co.....		488.98	572.73
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Railway Co.....			
Great Northern Railway Co.....		37,790.31	11,887.78
Green Bay & Western Railway Co.....			
Iowa Central Railway Co.....		671.34	902.07
Mason City & Ft. Dodge Railway Co.....		246.10	156.15
Minneapolis & Rainy River Railway Co.....			
Minneapolis & St. Louis Railroad Co.....		1,926.74	875.12
Minneapolis Eastern Railway Co.....			
Minneapolis, Red Lake & Manitoba Railway Co.....			
Minneapolis, St. Paul & Sault Ste. Marie Railway Co..	\$10,126.94	3,462.34	3,070.30
Minneapolis Western Railway Co.....			
Minnesota & International Railway Co.....			8.60
Minnesota & North Wisconsin Railway Co.....			
Minnesota Transfer Railway Co.....			
Northern Pacific Railway Co.....		20,769.56	8,536.44
Railway Transfer of Minneapolis.....			
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....		37,708.69	1,411.50
Wisconsin, Minnesota & Pacific Railway Co.....			44.99
	\$10,126.94	\$242,667.81	\$104,597.16

Xive.

ROADS—MAINTENANCE OF EQUIPMENT

Insurance	Other Expenses	Maintain- ing Joint Equipment at Termi- nals Dr.	Equipment Borrowed Dr.	Maintain- ing Joint Equip- ment at Terminals Cr.	Equipment Loaned Cr.	Total Maintenance of Equipment
\$35,288.46	\$15,136.04		\$188,973.51		\$107,206.62	\$1,234,564.65
43.23	626.38	\$6,501.23	729,603.88	\$2,038.53	718,325.46	6,774,949.89
153,312.82	11,704.95	34,434.13	703,155.97	14,627.67	597,240.80	12,368,932.08
12,451.09		2,331.02	154,418.51		128,752.86	1,398,400.14
48,172.37	1,829.77	34,509.59	808,809.93	1,971.99	697,936.54	7,039,270.26
52,027.19	38.53	2,809.38	854,124.60	1,211.53	652,060.23	7,127,725.25
4,941.04	7,016.60	8,540.32	286,958.77	2,400.16	249,766.86	1,532,834.65
6,719.96	1,959.89	1,363.50	91,239.30		495.39	986,744.07
15,335.36	1,265.70	340.90	11,626.92		8,468.74	623,673.42
20,013.18	986.94	78.34	8,037.02		3,542.08	882,531.39
6,024.79	115.83	636.05	32,131.97		40,292.08	351,854.83
105,718.19	79,419.76	31,281.20	178,590.96	11,906.49	194,080.18	7,856,434.35
6,451.61	414.77	1,317.36	27,371.36		4,894.09	346,427.16
2,548.18		6.12	28,076.02		28,672.16	225,649.54
9,093.76	125.20	4,367.29	10,881.64	2,293.17	25,583.48	501,998.95
11,086.40	.06	10,150.56	88,248.82		160,699.92	1,361,625.06
1,170.93			12,084.40		15,543.62	77,491.15
84,593.48	110,218.96	23,536.34	287,249.53	10,824.43	322,138.71	8,436,766.89
6,320.76	2,762.69	6,373.00	130,089.36	226.08	108,127.73	1,040,761.55
994.00			8,958.54		12,820.58	55,599.81
\$582,306.80	\$233,622.07	\$168,576.33	\$4,640,631.01	\$47,500.05	\$4,076,648.13	\$60,224,235.09

TABLE

OPERATING EXPENSES, ENTIRE LINES, JUNE 30, 1908—

NAME OF RAILROAD	Sunerin- tendence	Outside Agencies	Advertising
Minnesota & Manitoba Ry. Co.....			
Canadian Northern Ry. Co.....	\$42,575.21	\$40,423.65	\$22,358.59
Chicago & Northwestern Ry. Co.....	252,446.49	456,400.21	228,476.99
Chicago, Burlington & Quincy R. R. Co.....	402,946.57	673,447.96	233,135.49
Chicago Great Western Ry. Co.....	80,547.91	256,732.45	47,995.97
Chicago, Milwaukee & St. Paul Ry. Co.....	242,749.66	585,355.74	334,085.54
Chicago, Rock Island & Pacific Ry. Co.....	314,976.30	585,734.52	269,174.78
Chicago, St. Paul, Minneapolis & Omaha Ry. Co..	64,670.48	114,962.48	24,243.05
Dubuque & Sioux City R. R. (Illinois Central)....	33,248.67	51,748.39	9,752.91
Duluth & Iron Range R. R. Co.....	1,829.67		1,237.35
Duluth & Northeastern R. R. Co.....			
Duluth & Northern Minnesota Ry. Co.....			
Duluth Belt Line.....			
Duluth, Missabe & Northern Ry. Co.....	3,625.35		2,146.13
Duluth, South Shore & Atlantic Ry. Co.....	32,774.22	39,632.19	5,641.82
Duluth Terminal Ry. Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co.....			
Great Northern Ry. Co.....	160,100.69	360,181.00	90,639.00
Green Bay & Western Ry. Co.....			
Iowa Central Ry. Co.....	27,979.24	59,356.63	1,938.94
Mason City & Ft. Dodge Ry. Co.....		20,763.87	
Minneapolis & Rainy River Ry. Co.....			
Minneapolis & St. Louis R. R. Co.....	26,642.14	61,385.90	6,732.95
Minneapolis Eastern Ry. Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co.....			
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co..	59,192.32	107,327.09	25,874.42
Minneapolis Western Ry. Co.....			
Minnesota & International Ry. Co.....	3,424.65		121.54
Minnesota & North Wisconsin Ry. Co.....			
Minnesota Transfer Ry. Co.....			
Northern Pacific Ry. Co.....	184,077.33	383,668.38	138,675.05
Railway Transfer of Minneapolis.....			
Winona Bridge Ry. Co.....			
Wisconsin Central Ry. Co.....	55,012.05	164,878.31	14,289.69
Wisconsin, Minnesota & Pacific Ry. Co.....		3,423.73	
	\$1,988,818.95	\$3,965,422.50	\$1,456,520.21

XIV.

FOR LARGE ROADS—TRAFFIC EXPENSES

Traffic Associations	Fast Freight Lines	Industrial and Immigration Bureaus	Stationery and Printing	Insurance	Other Expenses	Total Traffic Expenses
\$1,017.48		\$2,551.14	\$11,042.25	\$0.42	\$315.11	\$120,283.85
18,579.51		2,980.68	121,696.15			1,080,580.03
50,285.82		13,836.16	155,318.65	82.34	6,441.66	1,535,494.65
14,280.40			23,417.48			422,954.21
28,981.25		7,404.53	81,149.76		1,956.53	1,281,683.01
31,317.56		47,371.67	145,772.99	1,575.14	350.68	1,396,273.64
5,903.68			26,124.66	38.20	12.00	235,954.55
3,661.69	109.45	1,772.15	20,289.11	192.00	600.91	121,375.28
			494.86		20.80	3,582.68
			2,067.53			7,839.01
171.72	366.16		6,663.82	24.19		85,274.12
7,845.46		35,769.08	51,306.48		18,365.96	724,207.67
1,334.69			11,767.33			102,376.83
568.87			29.66			21,362.40
1,674.33		428.98	14,677.03	13.56		111,554.89
2,352.41	7,323.50	6,214.31	23,191.31	4,200.00		235,675.36
			364.40			3,910.59
18,278.25		33,982.39	48,605.05	607.56	553.55	808,447.56
1,608.91		1,221.28	15,322.20	14.59	240.31	252,587.34
80.92			5.25			3,509.90
\$187,922.95	\$7,799.11	\$153,532.37	\$759,305.97	\$6,748.00	\$28,857.51	\$8,554,927.57

TABLE

OPERATING EXPENSES, ENTIRE LINE, JUNE 30, 1908.

NAME OF RAILROAD	Superintend- ence	Dispatching Trains	Station Employees
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....	\$99,374.06	\$39,550.92	\$460,505.34
Chicago & Northwestern Railway Co.....	376,205.98	238,784.09	3,283,852.51
Chicago, Burlington & Quincy Railroad Co..	508,096.99	470,323.39	3,618,109.78
Chicago Great Western Railway Co.....	87,242.86	51,337.39	408,797.98
Chicago, Milwaukee & St. Paul Railway Co..	325,568.45	296,780.80	3,040,891.49
Chicago, Rock Island & Pacific Railway Co..	601,136.35	279,103.46	2,497,438.22
Chicago, St. Paul, Minneapolis & O. Ry. Co.	65,015.86	72,801.07	693,050.32
Dubuque & Sioux City (Ill. Cent.) R. R. Co..	57,454.93	29,552.70	283,898.22
Duluth & Iron Range Railroad Co.....	20,047.13	16,716.59	55,091.24
Duluth & Northeastern Railroad Co.....			
Duluth & Northern Minnesota Railway Co..			
Duluth Belt Line.....			
Duluth, Missabe & Northern Railway Co.....	18,495.37	15,484.40	65,866.02
Duluth, South Shore & Atlantic Railway Co..	16,242.95	16,588.41	132,066.07
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co.....			
Great Northern Railway Co.....	\$94,360.55	192,070.14	1,763,292.93
Green Bay & Western Railway Co.....			
Iowa Central Railway Co.....	16,655.25	9,748.02	109,840.55
Mason City & Ft. Dodge Railway Co.....	11,057.73	9,460.20	75,899.70
Minneapolis & Rainy River Railway Co.....			
Minneapolis & St. Louis Railroad Co.....	22,448.53	10,590.15	185,283.92
Minneapolis Eastern Railway Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co..			
Minneapolis, St. P. & Sault Ste. M. Ry. Co..	75,603.23	45,817.95	401,534.22
Minneapolis Western Railway Co.....			
Minnesota & International Railway Co.....	4,399.44	3,817.56	19,878.13
Minnesota & North Wisconsin Railway Co..			
Minnesota Transfer Railway Co.....			
Northern Pacific Railway Co.....	318,266.99	481,438.09	2,676,661.37
Railway Transfer of Minneapolis.....			
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....	60,545.69	41,810.42	395,301.21
Wisconsin, Minnesota & Pacific Railway Co..	5,483.85	4,121.16	37,133.75
	\$3,083,702.19	\$2,325,896.91	\$20,204,393.02

XIVg.

FOR LARGE ROADS.—TRANSPORTATION EXPENSES.

Weighing and Car Service Associations	Stock Yards and Grain Elevators	Coal and Ore Docks	Station Supplies and Expenses	Yardmasters and Their Clerks	Yard Conduct- ors and Brakemen
\$5,656.97	\$1.14		\$36,545.47	\$20,091.15	\$89,310.06
83,897.87	64,270.28	\$115,786.00	247,340.18	287,857.57	1,167,365.13
97,359.47			209,483.87	417,055.56	1,321,142.37
13,503.75	2,177.67		23,457.17	53,930.65	140,866.38
82,833.47		25,791.52	210,548.80	174,732.16	1,237,507.11
84,646.54			174,370.80	277,408.45	897,950.41
28,707.68	21,899.69		49,635.57	40,465.57	230,554.96
8,196.03			25,863.20	19,616.19	84,728.20
1,768.00		212,194.06	9,665.95	19,197.53	99,533.90
1,778.04		300,134.47	10,090.44	11,777.75	47,044.60
1,592.75		34,867.55	9,535.27	5,348.49	48,507.99
45,557.51			160,197.71	177,787.37	537,444.24
2,405.46			8,148.31	15,232.52	27,251.78
2,190.96	296.00		7,027.25	1,500.00	17,625.20
5,676.30			13,531.38	7,649.80	50,611.73
8,364.22	6,175.56	29,712.21	37,432.27	36,665.87	73,169.98
143.01			1,851.93	1,835.81	3,080.42
44,986.19			164,593.51	197,138.18	870,864.31
10,463.29		21,844.86	35,904.87	17,321.84	115,286.16
191.22			2,782.74		2,867.00
\$529,918.73	\$94,820.34	\$740,330.67	\$1,438,006.69	\$1,772,612.46	\$7,062,711.93

TABLE

OPERATING EXPENSES, ENTIRE LINE, FOR

NAME OF RAILROAD	Yard, Switch and Signal Tenders	Yard Supplies and Expenses	Yard Enginemen
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....	\$100.50	\$1,321.49	\$56,990.65
Chicago & Northwestern Railway Co.....	67,326.34	9,775.49	762,325.77
Chicago, Burlington & Quincy Railroad Co..	97,805.07	24,283.11	761,465.50
Chicago Great Western Railway Co.....		1,494.98	82,293.51
Chicago, Milwaukee & St. Paul Railway Co.	100,301.80	11,910.20	710,442.50
Chicago, Rock Island & Pacific Railway Co..	54,463.33	16,182.70	530,361.63
Chicago, St. Paul, Minneapolis & O. Ry. Co.	5,256.19	1,594.79	119,349.35
Dubuque & Sioux City (Ill. Cent.) R. R. Co..	1,836.53	1,115.44	49,169.68
Duluth & Iron Range Railroad Co.....	2,678.07	6,702.61	69,334.53
Duluth & Northeastern Railroad Co.....			
Duluth & Northern Minnesota Railway Co...			
Duluth Belt Line.....			
Duluth, Missabe & Northern Railway Co....	18,454.68	3,040.48	28,807.27
Duluth, South Shore & Atlantic Railway Co.	6,613.49	1,505.13	27,481.11
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co....			
Great Northern Railway Co.....	47,406.91	6,274.17	304,409.38
Green Bay & Western Railway Co.....			
Iowa Central Railway Co.....	1,619.25	351.25	20,765.02
Mason City & Ft. Dodge Railway Co.....		162.90	10,519.75
Minneapolis & Rainy River Railway Co.....			
Minneapolis & St. Louis Railroad Co.....	2,455.67	132.30	27,333.18
Minneapolis Eastern Railway Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co..			
Minneapolis, St. P. & Sault Ste. M. Ry. Co..	6,837.62	941.76	42,186.22
Minneapolis Western Railway Co.....			
Minnesota & International Railway Co.....	2,909.60	223.37	2,892.18
Minnesota & North Wisconsin Railway Co..			
Minnesota Transfer Railway Co.....			
Northern Pacific Railway Co.....	56,599.68	18,867.72	453,411.57
Railway Transfer of Minneapolis.....			
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....	4,531.99	819.41	79,298.22
Wisconsin, Minnesota & Pacific Railway Co..		30.03	1,708.85
	\$477,196.72	\$106,730.33	\$4,140,545.87

XIVh.

LARGE ROADS.—TRANSPORTATION EXPENSES.

Enginehouse Expenses Yard	Fuel for Yard Locomotives	Water for Yard Locomotives	Lubricants for Yard Locomotives	Other Supplies for Yard Locomotives	Operating Joint Yards and Terminals Dr.
.....
\$15,361.01	\$86,202.82	\$5,087.04	\$3,825.79	\$1,843.62	\$21,838.77
207,205.38	916,333.34	32,806.52	16,656.82	14,551.50	237,091.26
225,856.03	809,623.21	56,808.58	16,030.57	26,390.16	513,668.06
.....	94,500.92	.....	2,490.58	1,266.42	125,294.83
189,703.40	648,963.06	32,673.30	8,145.31	14,124.62	515,942.66
189,236.78	668,363.09	40,850.73	12,286.26	10,829.55	349,877.16
49,387.74	157,073.87	6,779.82	2,763.78	2,410.20	175,034.94
9,198.73	36,915.67	2,201.99	1,112.86	1,052.60	28,883.11
22,406.15	68,529.55	3,184.57	1,626.59	1,800.14	4,324.17
.....
.....
8,559.49	40,330.07	2,080.04	1,552.29	656.83	19,696.65
10,413.53	26,030.97	838.94	327.38	798.18	29,172.62
.....
111,890.88	522,071.97	22,327.61	9,361.24	9,112.82	296,713.68
.....
8,382.54	23,469.83	2,321.46	709.52	763.14	28,470.84
.....	17,734.45	.....	334.40	278.29	7,313.99
.....
13,563.72	38,131.59	1,703.78	1,209.37	1,357.30	72,028.55
.....
24,211.22	65,567.91	4,664.75	1,672.71	2,523.20	119,407.12
.....
425.08	3,040.98	140.49	98.65	51.80	1,440.00
.....
179,799.99	709,605.54	23,328.64	11,383.31	12,619.21	321,761.12
.....
18,616.81	88,245.36	6,111.61	1,884.77	1,908.78	95,125.42
.....	2,125.20	.....	73.13	27.44	3,529.47
\$1,284,218.48	\$5,022,859.40	\$243,859.87	\$93,545.33	\$104,365.80	\$2,966,614.42

TABLE

OPERATING EXPENSES, ENTIRE LINE, FOR

NAME OF RAILROAD	Operating Joint Yards and Terminals Cr.	Motormen	Road Enginemmen
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....	\$3.35		\$466,913.92
Chicago & Northwestern Railway Co.....	85,512.71		3,094,710.85
Chicago, Burlington & Quincy Railroad Co..	182,740.34		2,931,642.85
Chicago Great Western Railway Co.....	14,688.31		491,882.15
Chicago, Milwaukee & St. Paul Railway Co..	150,784.58		2,617,197.27
Chicago, Rock Island & Pacific Railway Co..	186,529.75		2,607,420.10
Chicago, St. Paul, Minneapolis & O. Ry. Co..	166,125.03		612,799.43
Dubuque & Sioux City (Ill. Cent.) R. R. Co..	7,676.17		268,374.09
Duluth & Iron Range Railroad Co.....			110,646.97
Duluth & Northeastern Railroad Co.....			
Duluth & Northern Minnesota Railway Co..			
Duluth Belt Line.....			
Duluth, Missabe & Northern Railway Co.....			165,309.19
Duluth, South Shore & Atlantic Railway Co..	6,769.03		157,754.00
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co....			
Great Northern Railway Co.....	86,646.22		1,880,719.69
Green Bay & Western Railway Co.....			
Iowa Central Railway Co.....	4,770.38		197,582.91
Mason City & Ft. Dodge Railway Co.....	3,969.52		111,342.40
Minneapolis & Rainy River Railway Co.....			
Minneapolis & St. Louis Railroad Co.....	26,537.86		164,546.86
Minneapolis Eastern Railway Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co..			
Minneapolis, St. P. & Sault Ste. M. Ry. Co..	3,208.89		468,200.83
Minneapolis Western Railway Co.....			
Minnesota & International Railway Co.....			27,306.15
Minnesota & North Wisconsin Railway Co..			
Minnesota Transfer Railway Co.....			
Northern Pacific Railway Co.....	235,430.24		2,403,054.64
Railway Transfer of Minneapolis.....			
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....	22,275.99		382,415.83
Wisconsin, Minnesota & Pacific Railway Co..	1,589.08		42,788.05
	\$1,185,257.45		\$19,202,608.18

XIVI.

LARGE ROADS.—TRANSPORTATION EXPENSES.

Enginehouse Expenses Road	Fuel for Road Locomotives	Water for Road Locomotives	Lubricants for Road Locomotives	Other Supplies for Road Locomotives	Operating Power Plants
\$172,760.63	\$951,178.24	\$65,287.67	\$38,191.90	\$21,598.84	
946,610.31	5,355,061.82	297,499.21	94,984.79	96,578.59	
770,494.36	5,297,578.81	279,918.18	97,426.53	133,057.34	
157,322.91	928,081.87	58,310.01	21,954.47	13,620.00	
723,172.15	4,772,844.39	184,447.12	70,823.25	79,498.98	
777,735.66	5,115,091.98	268,565.58	98,608.98	91,305.15	
194,127.84	1,279,400.34	47,485.75	14,273.24	12,080.92	
78,736.92	358,045.54	23,416.16	12,009.33	6,754.49	
37,929.57	230,656.24	11,433.54	4,123.40	3,522.17	
42,381.48	321,866.04	14,430.45	7,229.26	5,786.49	
38,723.65	300,024.44	11,228.99	3,287.90	4,980.86	
534,464.41	4,752,759.72	157,434.92	80,963.10	94,638.95	
61,407.62	320,478.00	17,013.78	7,288.17	9,871.96	
31,147.33	243,164.61	11,708.07	4,303.97	2,969.24	
52,856.92	364,927.84	13,835.52	6,847.00	6,819.49	
182,458.91	1,167,772.08	48,793.51	22,565.60	25,097.72	
7,293.34	66,728.27	2,416.79	557.96	808.55	
693,846.61	5,166,031.86	228,891.59	92,788.16	83,615.73	
61,674.82	600,458.32	26,147.63	10,470.40	10,187.12	
8,810.16	69,472.66	3,014.92	1,511.87	743.15	
\$5,573,955.65	\$37,661,122.57	\$1,771,279.39	\$696,211.28	\$703,535.74	

TABLE

OPERATING EXPENSES—ENTIRE LINE—FOR

NAME OF RAILROAD	Purchased Power	Road Trainmen	Train Supplies and Expenses
Minnesota & Manitoba Railway Co.			
Canadian Northern Railway Co.		\$480,951.98	128,397.09
Chicago & Northwestern Railway Co.		3,505,598.80	873,245.48
Chicago, Burlington & Quincy Railroad Co.		2,806,806.19	1,155,111.38
Chicago Great Western Railway Co.		457,999.40	113,325.06
Chicago, Milwaukee & St. Paul Railway Co.		2,846,152.46	653,413.27
Chicago, Rock Island & Pacific Railway Co.		2,644,141.47	925,410.96
Chicago, St. Paul, Minneapolis & Omaha Railway Co.		658,276.84	183,846.94
Dubuque & Sioux City Railroad (Illinois Central)		280,069.56	87,064.51
Duluth & Iron Range Railroad Co.		121,247.06	23,623.76
Duluth & Northeastern Railroad Co.			
Duluth & Northern Minnesota Railway Co.			
Duluth Belt Line.			
Duluth, Missabe & Northern Railway Co.		213,917.15	31,510.94
Duluth, South Shore & Atlantic Railway Co.		184,720.49	31,372.21
Duluth Terminal Railway Co.			
Duluth, Rainy Lake & Winnipeg Railway Co.			
Great Northeastern Railway Company.		1,844,522.46	672,930.33
Green Bay & Western Railway Co.			
Iowa Central Railway Co.		171,984.75	32,392.95
Mason City & Ft. Dodge Railway Co.		101,554.59	36,199.13
Minneapolis & Rainy River Railway Company.			
Minneapolis & St. Louis Railroad Co.		157,663.75	71,797.26
Minneapolis Eastern Railway Co.			
Minneapolis, Red Lake & Manitoba Railway Co.			
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.		500,735.31	172,472.19
Minneapolis Western Railway Co.			
Minnesota & International Railway Co.		32,973.66	4,462.33
Minnesota & North Wisconsin Railway Co.			
Minnesota Transfer Railway Co.			
Northern Pacific Railway Co.		2,363,079.40	956,177.00
Railway Transfer of Minneapolis.			
Winona Bridge Railway Co.			
Wisconsin Central Railway Co.		405,603.36	74,082.28
Wisconsin, Minnesota & Pacific Railway Co.		42,463.57	8,292.35
.....		\$19,820,462.25	\$6,235,127.42

XIVJ.

LARGE ROADS—TRANSPORTATION EXPENSES

Interlockers Block and Other Signals Operation	Crossing Flagmen and Gatemen	Drawbridge Operation	Clearing Wrecks	Telegraph and Telephone Operation	Operating Floating Equipment	Express Service
\$6,237.32	\$1,190.95	\$1,027.84	\$47,705.12			
253,002.41	275,638.60	23,539.21	82,838.51			
53,768.24	110,373.37	11,902.44	87,865.32	299,461.48		
9,800.44	10,927.50		12,327.50			
118,235.68	179,482.57	33,516.91	68,160.89	39,395.79		
78,243.43	97,605.28	9,375.61	124,156.23	139,384.76	10,741.04	
13,581.07	11,849.24	3,580.49	9,421.69	28,154.67		
14,576.19	10,198.90	2,485.04	5,737.98	14,781.11		
8,233.47	4,235.83		6,309.76	19,706.27		
5,139.13	2,468.07		5,001.36	548.63		
1,533.07	8,929.79		2,053.10	169.82		
63,687.10	19,958.73	6,887.10	122,308.13	283,210.91		
468.47	2,198.08	1,865.22	5,032.32	4,108.67		
11,887.86	541.50		1,657.97			
5,490.71	3,828.53	188.91	4,178.47	5,025.78	1,009.63	
17,411.31	3,246.08	1,265.85	13,081.85	30,989.53		
2,206.94	432.00		1,388.79	394.18		
30,146.22	53,692.27	22,320.70	152,968.49	132,937.67	41,879.42	
16,654.64	19,767.84	4,114.31	15,940.17	8,504.69		
2,800.13	1,800.00		510.70			
\$713,103.83	\$818,365.13	\$122,069.63	\$768,644.35	\$1,006,773.96	\$53,630.09	

TABLE XIVK.
OPERATING EXPENSES, ENTIRE LINE FOR LARGE ROADS

NAME OF RAILROAD	Transportation Expenses					
	Stationery and Printing	Insurance	Other Expenses	Loss and Damage Freight	Loss and Damage Baggage	Damage to Property
Minnesota & Manitoba Railway Company.....	\$44,934.05	\$4,431.48	\$20,004.37	\$56,529.03	\$2,518.19	\$9,097.50
Canadian Northern Railway Company.....	171,428.85	8,013.88	33,274.23	706,341.15	10,922.91	133,012.93
Chicago & Northwestern Railway Company.....	170,968.64	86,425.99	24,448.35	1,185,227.58	10,255.46	184,545.74
Chicago, Burlington & Quincy Railroad Company.....	17,177.52	8,300.20	29,781.43	710,223.53	1,561.18	15,346.99
Chicago, Milwaukee & St. Paul Railway Company.....	132,131.69	14,018.35	35,259.57	1,242,067.25	6,495.19	61,436.49
Chicago, Rock Island & Pacific Railway Company.....	151,901.36	45,948.08	35,259.57	1,242,067.25	19,235.53	131,162.18
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	49,544.22	592.10	5,138.67	110,948.83	1,175.08	8,102.85
Dubuque & Sioux City Railroad (Illinois Central).....	18,536.55	4,607.96	2,831.52	56,104.79	364.45	9,879.32
Duluth & Iron Range Railroad Company.....	7,097.75	74.21	937.00	1,960.49	24.88	153.57
Duluth & Northeastern Railroad Company.....	.....	.....	.....	.....	.....	.....
Duluth & Northern Minnesota Railway Company.....	.....	.....	.....	.....	.....	.....
Duluth Belt Line.....	.....	.....	.....	.....	.....	.....
Duluth, Missabe & Northern Railway Company.....	12,183.40	76.45	2,762.57	5,313.26	222.25	53.25
Duluth, South Shore & Atlantic Railway Company.....	10,411.82	565.66	4,873.23	7,620.12	105.89	751.09
Duluth, Terminal Railway Company.....	.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Company.....	.....	.....	.....	.....	.....	.....
Great Northern Railway Company.....	83,793.52	60,590.30	54,368.11	461,268.91	5,090.76	157,593.18
Green Bay & Western Railway Company.....	.....	.....	.....	.....	.....	.....
Iowa Central Railway Company.....	6,703.74	2,258.32	4,700.50	39,904.18	34.50	5,506.44
Mason City & Ft. Dodge Railway Company.....	2,636.29	746.00	.....	19,254.53	94.99	4,044.32
Minneapolis & Rainy River Railway Company.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis Railroad Company.....	11,321.51	3,515.50	434.27	37,234.22	494.47	12,506.28
Minneapolis Eastern Railway Company.....	.....	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Manitoba Railway Company.....	.....	.....	.....	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	16,731.75	.....	6,447.74	110,024.93	1,607.86	34,831.31
Minneapolis Western Railway Company.....	1,668.89	78.13	.....	918.33	26.10	19.60
Minnesota & International Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	99,416.10	42,775.92	22,312.08	869,519.08	18,475.87	176,934.68
Northern Pacific Railway Company.....	.....	.....	.....	.....	.....	.....
Railway Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Company.....	23,656.58	3,098.31	5,445.70	66,958.79	323.87	2,358.93
Wisconsin Central Railway Company.....	1,552.96	527.00	.....	6,272.26	66.68	859.06
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....	.....	.....
Total	\$1,068,297.19	\$287,243.86	\$253,019.79	\$5,843,091.56	\$79,086.10	\$948,271.41

TABLE XIVk.—Continued.

OPERATING EXPENSES, ENTIRE LINE FOR LARGE ROADS

NAME OF RAILROAD	Transportation Expenses				
	Damage to Stock on Right of Way	Injuries to Persons	Operating Joint Tracks Dr.	Operating Joint Tracks Cr.	Total Transportation Expenses
Minnesota & Manitoba Railway Company.....	\$3,278.00	\$20,500.47	\$350.00		\$3,486,638.09
Canadian Northern Railway Company.....	31,826.90	594,115.63	13,823.40	2,793.45	24,643,194.33
Chicago & Northwestern Railway Company.....	69,848.84	440,465.28	60,154.36	75,184.60	25,183,243.51
Chicago, Burlington & Quincy Railroad Company.....	13,208.78	100,871.75	37,394.92	213.88	3,653,378.58
Chicago Great Western Railway Company.....	22,991.69	438,222.51	44,069.39	18,563.43	21,360,567.41
Chicago, Rock Island & Pacific Railway Company.....	130,104.34	771,930.72	141,271.91	46,937.69	22,114,938.24
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	9,649.74	81,534.17	26,862.11	40,847.05	4,873,235.65
Dubuque & Sioux City Railroad (Illinois Central).....	9,882.01	32,173.98	880.78	10,847.68	1,919,584.43
Duluth & Iron Range Railroad Company.....	3,044.94	21,667.40			1,231,429.06
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth Belt Line.....					
Duluth, Messabe & Northern Railway Company.....	2,243.35	50,661.38	16.73		1,483,004.72
Duluth, South Shore & Atlantic Railway Company.....	989.61	4,944.74	151.77		1,136,354.06
Duluth, Terminal Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Great Northern Railway Company.....	107,665.10	597,367.85	17,562.68	17,213.07	16,561,207.83
Green Bay & Western Railway Company.....					
Iowa Central Railway Company.....	6,560.47	27,416.58	3,310.08	351.55	1,199,190.52
Mason City & Ft. Dodge Railway Company.....	2,351.90	10,120.32	309.16		753,365.47
Minneapolis & Rainy River Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	5,331.80	102,402.22	5,750.26	9,685.23	1,455,491.88
Minneapolis Eastern Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	16,760.42	126,561.76	17,616.05		3,953,951.72
Minneapolis Western Railway Company.....					
Minneapolis & International Railway Company.....	2,263.02	4,753.22			202,925.20
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Northern Pacific Railway Company.....	106,297.54	719,431.74	2,231.54	41,290.27	20,743,426.23
Northern Transfer of Minneapolis.....					
Winona Bridge Central Railway Company.....	3,338.97	35,182.41	16,096.19	1,323.75	2,764,562.13
Wisconsin Central Railway Company.....	670.00	5,884.00	156.37	29.00	256,631.65
Wisconsin, Minnesota & Pacific Railway Company.....	\$544,327.42	\$4,186,238.13	\$388,007.70	\$265,280.65	\$158,976,263.99

TABLE XIV.
OPERATING EXPENSES, ENTIRE LINE, JUNE 30, 1908—FOR LARGE ROADS—GENERAL EXPENSES

NAME OF RAILROAD	Salaries and Expenses of General Officers	Salaries and Expenses of Clerks and Attendants	General Office Supplies and Expenses	Law Expenses	Insurance	Relief Department Expenses
Minnesota & Manitoba Railway Company	\$30,988.55	\$91,193.23	\$14,437.96	\$31,214.58	...	...
Canadian Northern Railway Company	173,479.50	456,304.85	85,945.91	166,860.67	\$138.41	...
Chicago & Northwestern Railway Company	204,357.74	1,008,737.80	54,848.89	318,998.43	34.80	...
Chicago, Burlington & Quincy Railway Company	69,837.29	97,804.75	29,775.13	73,938.14	1,186.37	79,662.72
Chicago Great Western Railway Company	172,606.72	354,212.79	45,485.45	177,754.74	...	...
Chicago, Milwaukee & St. Paul Railway Company	199,879.37	573,477.96	63,801.77	307,859.92	731.28	...
Chicago, Rock Island & Pacific Railway Company	80,519.41	126,969.62	15,027.85	31,886.01	...	...
Dubuque & Sioux City Railroad (Illinois Railway Company)	11,539.33	54,118.68	6,838.77	27,428.20	192.00	...
Dubuque & Iron Range Railroad Company	22,870.78	19,218.89	9,208.21	9,931.53	106.98	...
Duluth & Northeastern Railroad Company	...	...	...	...	...	...
Duluth & Northern Minnesota Railway Company	...	...	...	...	...	...
Duluth Belt Line	...	...	...	...	...	...
Duluth, Missabe & Northern Railway Company	24,857.63	21,890.03	12,314.04	14,396.67	52.68	...
Duluth, South Shore & Atlantic Railway Company	22,287.05	30,752.07	3,068.81	7,884.44	50.36	...
Duluth Terminal Railway Company	...	...	...	...	...	...
Duluth, Rainy Lake & Winnipeg Railway Company	...	...	...	...	...	...
Great Northern Railway Company	145,739.56	338,732.13	20,704.83	168,952.60	88.49	...
Green Bay & Western Railway Company	41,254.08	26,478.16	4,078.23	15,344.08	...	...
Iowa Central Railway Company	...	...	...	5,871.98	...	...
Mason City & Ft. Dodge Railway Company	...	...	...	...	...	...
Minneapolis & Rainy River Railway Company	...	...	...	...	...	...
Minneapolis & St. Louis Railroad Company	45,644.96	34,531.01	4,621.65	24,503.76	99.00	...
Minneapolis Eastern Railway Company	...	...	...	...	...	...
Minneapolis, Red Lake & Manitoba Railway Company	...	...	...	...	...	...
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	61,004.90	79,057.35	12,345.27	31,427.44	...	...
Minneapolis Western Railway Company	...	...	...	...	...	...
Minnesota & International Railway Company	9,372.53	9,737.23	1,609.10	123.23	7.30	...
Minnesota & North Wisconsin Railway Company	...	...	...	...	...	...
Minnesota Pacific Railway Company	...	...	...	...	...	...
Northern Transfer Railway Company	147,691.30	400,191.06	27,751.53	166,199.53	69.96	...
Railway Transfer of Minneapolis	...	...	...	...	...	...
Winona Bridge Railway Company	...	...	...	...	...	...
Wisconsin Central Railway Company	65,353.63	59,402.71	47,742.55	32,734.74	38.83	...
Wisconsin, Minnesota & Pacific Railway Company	...	...	...	1,034.41	...	...
	\$1,529,284.36	\$3,782,810.32	\$459,803.95	\$1,613,345.10	\$2,519.64	\$79,662.72

*Credit.

TABLE XLVI.—Continued.
 OPERATING EXPENSES, ENTIRE LINE, JUNE 30, 1908—FOR LARGE ROADS—GENERAL EXPENSES

NAME OF RAILROAD	Pensions	Stationery and Printing	Other Expenses	General Administration, Joint Tracks, Yards and Terminals, Dr.	General Administration, Joint Tracks, Yards and Terminals, Cr.	Total General Expenses
Minnesota & Manitoba Railway Company.....		\$3,115.63	\$19,440.56			\$200,252.10
Canadian Northern Railway Company.....		43,084.67	40,233.29	2,031.27		1,084,043.02
Chicago Northwestern Railway Company.....	116,268.06	50,792.77	5,270.03	18,910.93		1,783,808.52
Chicago, Burlington & Quincy Railroad Company.....		10,248.50	33,131.93	6,447.04	2,926.96	324,960.98
Chicago, Great Western Railway Company.....		49,639.57	23,502.16	16,270.61	753.52	833,027.47
Chicago, Rock Island & Pacific Railway Company.....	4,362.02	68,402.97	42,576.71	8,729.61		1,268,817.47
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	4,933.77	10,874.91	4,308.93	3,319.78	33.73	1,277,709.69
Dubuque & Sioux City Railroad (Illinois Central).....		5,370.33	7,268.20	83.91	31.29	123,242.79
Duluth & Northern Railroad Company.....		4,374.20	42,822.89			108,531.48
Duluth & Northeastern Railroad Company.....						
Duluth Belt Line.....						
Duluth, Missabe & Northern Railway Company.....		5,854.51	120,608.75			200,084.31
Duluth, South Shore & Atlantic Railway Company.....	385.00	3,849.72	2,572.32	477.87		71,327.64
Duluth, Terminal Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Great Northern Railway Company.....	599.70	42,869.76	34,688.84	5,561.18	1,863.74	756,073.35
Green Bay & Western Railway Company.....						
Iowa Central Railway Company.....		5,449.90	1,987.69			94,592.14
Missouri City & Ft. Dodge Railway Company.....			185.14	31.74		6,088.86
Minneapolis & Rainy River Railway Company.....						
Minneapolis & St. Louis Railroad Company.....						
Minneapolis Eastern Railway Company.....		5,485.20	2,717.47	509.30		118,112.38
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....		8,491.88	5,900.19	781.97		199,009.00
Minneapolis Western Railway Company.....		772.16				
Minnesota & International Railway Company.....						
Minnesota & North Wisconsin Railway Company.....						21,621.55
Minnesota Transfer Railway Company.....		43,030.45	98,599.64	8,555.45	55.15	892,033.77
Northern Pacific Railway Company.....						
Railway Transfer of Minneapolis.....						
Winona Bridge Railway Company.....		10,473.47	8,992.11			224,738.04
Wisconsin Central Railway Company.....			64.21			1,098.62
Wisconsin, Minnesota & Pacific Railway Company.....						
	\$136,841.92	\$385,340.62	\$541,054.99	\$67,619.24	\$5,736.41	\$8,592,346.45

TABLE XIVm.

RECAPITULATION OF EXPENSES, ENTIRE LINE, JUNE 30, 1908—FOR LARGE LINES.

NAME OF RAILROAD	Maintenance of way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Total operating expenses	Ratio of operating expenses to operating Revenues
Minnesota & Manitoba Ry. Co.	\$1,488,050.04	\$1,234,564.65	\$120,283.85	\$3,486,638.09	\$200,252.10	\$6,527,788.73	\$72.43
Canadian Northern Ry. Co.	8,058,546.36	6,774,949.89	1,080,580.03	24,643,194.33	1,086,043.02	41,641,313.63	65.87
Chicago & Northwestern Ry. Co.	14,397,928.69	12,368,932.08	1,535,494.65	25,183,243.01	1,783,808.55	55,268,407.48	71.09
Chicago, Burlington & Quincy R. R. Co.	963,830.95	1,398,400.14	427,954.21	3,653,378.58	324,160.98	6,762,724.86	84.80
Chicago, Great Western Ry. Co.	6,642,820.34	7,039,270.56	1,281,583.01	21,360,567.41	839,927.41	37,163,368.43	65.28
Chicago, Milwaukee & St. Paul Ry. Co.	7,759,870.02	7,127,729.25	1,396,373.64	22,174,938.21	1,265,810.47	39,665,118.52	72.62
Chicago, Rock Island & Pacific Ry. Co.	1,622,754.63	1,532,534.65	235,554.55	4,813,265.65	277,709.99	8,592,489.67	66.40
Chicago, St. Paul, Minneapolis & Omaha.	672,239.37	986,744.07	121,376.28	1,919,584.43	123,242.79	3,823,236.94	69.56
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	729,776.17	628,673.42	3,662.58	1,231,429.06	108,651.48	2,696,992.81	43.45
Dubuque & Iron Range R. R. Co.							
Duluth & Northeastern R. R. Co.							
Duluth & Northern Minnesota Ry. Co.							
Duluth Belt Line.							
Duluth, Missabe & Northern Ry. Co.	951,304.85	882,631.39	7,839.01	1,483,004.72	200,064.31	3,524,744.28	37.63
Duluth, South Shore & Atlantic Ry. Co.	561,404.05	351,854.83	85,274.12	1,136,354.06	71,327.64	2,206,214.69	75.51
Duluth Terminal Ry. Co.							
Duluth, Rainy Lake & Winnipeg Ry. Co.							
Great Northern Ry. Co.	9,969,677.04	7,856,434.35	724,207.67	16,561,207.83	756,073.35	35,867,600.24	66.34
Green Bay & Western Ry. Co.							
Iowa Central Ry. Co.	386,401.72	346,427.16	102,376.83	1,199,190.52	94,592.14	2,128,988.37	70.91
Mason City & Ft. Dodge Ry. Co.	195,325.40	225,649.54	21,362.40	753,365.47	6,088.86	1,201,791.67	
Minneapolis & Rainy River Ry. Co.							
Minneapolis & St. Louis R. R. Co.	461,760.82	501,998.95	111,554.89	1,455,491.88	118,112.38	2,648,918.92	69.22
Minneapolis Eastern Ry. Co.							
Minneapolis, Red Lake & Manitoba Ry. Co.							
Minneapolis, St. P. & Sault Ste. M. Ry. Co.							
Minneapolis, Western Ry. Co.							
Minnesota & International Ry. Co.	1,330,856.15	1,361,625.06	235,675.36	3,963,951.72	199,009.00	7,081,117.29	64.29
Minnesota & North Wisconsin Ry. Co.	118,579.16	77,491.15	3,910.59	202,925.20	21,621.55	424,527.65	62.53
Minnesota Transfer Ry. Co.							
Northern Pacific Ry. Co.	8,984,855.86	8,436,766.89	808,447.56	20,743,429.22	892,033.77	39,865,093.30	58.42
Railway Transfer of Minneapolis.							
Winona Bridge Ry. Co.							
Wisconsin Central Ry. Co.	848,064.03	1,040,761.55	252,887.34	2,764,502.13	234,738.04	5,130,643.09	70.21
Wisconsin, Minnesota & Pacific Ry. Co.	143,918.69	55,699.81	3,609.90	256,631.66	1,098.62	460,763.67	74.43
	\$66,274,005.44	\$60,224,235.09	\$8,554,927.57	\$158,976,263.69	\$8,592,346.45	\$302,621,778.24	

TABLE XIVn.

TOTAL OPERATING EXPENSES, STATE OF MINNESOTA, JUNE 30, 1908—FOR LARGE ROADS.

NAME OF RAILROAD	Maintenance of way and structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Total operating expenses	Ratio of operating expenses to operating Revenues
Minnesota & Manitoba Ry. Co.	\$42,928.18	\$34,850.61	\$2,293.87	\$104,120.06	\$2,477.54	\$186,670.25	\$52.43
Canadian Northern Ry. Co.	426,929.30	369,015.46	57,261.67	1,306,832.34	57,561.16	2,206,633.92	74.51
Chicago, Burlington & Quincy R. R. Co.	120,134.91	108,876.30	11,987.10	373,223.59	14,501.10	628,723.00	143.00
Chicago, Great Western Ry. Co.	143,225.28	207,802.26	62,861.00	542,892.06	48,170.32	1,004,940.92	73.24
Chicago, Milwaukee & St. Paul Ry. Co.	915,501.19	1,044,053.38	191,868.50	2,988,488.11	126,230.44	5,266,141.62	54.93
Chicago, Rock Island & Pacific Ry. Co.	165,082.90	151,820.56	29,740.63	471,048.18	26,961.76	844,654.02	78.99
Chicago, St. Paul, Minneapolis & Omaha.	447,880.33	423,062.37	66,123.46	1,345,013.04	76,647.95	2,357,727.15	57.61
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	18,472.59	19,422.68	1,820.79	42,324.32	1,945.39	83,985.77	101.21
Duluth & Iron Range R. R. Co.	729,776.17	623,673.42	3,582.68	1,231,429.06	108,531.48	2,696,992.81	43.45
Duluth & Northeastern R. R. Co.	.....	.....	.....	.....	.....	.....	.....
Duluth & Northern Minnesota Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Duluth Belt Line.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Missabe & Northern Ry. Co.	951,304.85	882,531.39	7,839.01	1,483,004.72	200,064.31	3,524,744.28	37.63
Duluth, South Shore & Atlantic Ry. Co.	1,061.90	665.53	161.30	2,149.41	134.92	4,173.06	131.70
Duluth Terminal Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Great Northern Ry. Co.	3,435,949.50	2,707,641.53	249,590.93	5,707,654.67	260,573.12	12,361,408.75	61.11
Green Bay & Western Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Iowa Central Ry. Co.	5,800.67	6,097.12	1,801.83	21,105.75	1,664.82	37,470.19	85.76
Mason City & Ft. Dodge Ry. Co.	13,829.04	11,646.01	1,807.38	44,072.29	372.64	71,227.36	.....
Minneapolis & Rainy River Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis R. R. Co.	248,565.85	270,226.03	60,050.00	783,491.28	63,579.89	1,426,913.05	62.05
Minneapolis, Washburn Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Manitoba Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Minneapolis, St. P. & Sault Ste. M. Ry.	356,633.75	494,304.66	86,972.61	1,442,267.97	76,056.69	2,456,240.68	58.20
Minneapolis Western Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Minnesota & International Ry. Co.	118,579.16	77,491.15	3,910.59	202,925.20	21,621.55	424,627.65	62.53
Minnesota & North Wisconsin Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Northern Pacific Ry. Co.	1,449,693.00	1,668,013.94	159,329.28	4,207,640.55	170,673.43	7,655,350.20	57.40
Railway Transfer of Minneapolis.	.....	.....	.....	.....	.....	.....	.....
Winona Bridge Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Ry. Co.	37,060.07	45,481.38	11,038.05	120,808.67	9,821.09	224,209.26	71.46
Wisconsin, Minnesota & Pacific Ry. Co.	129,626.82	50,039.83	3,153.91	230,968.49	988.76	414,682.81	71.89
	\$9,758,940.46	\$9,186,714.59	\$1,011,689.59	\$22,650,509.75	\$1,268,568.36	\$43,876,422.75	.....

TABLE XIVa.
OPERATING EXPENSES, ENTIRE LINES, JUNE 30, 1908. FOR SMALL ROADS AND SWITCHING AND TERMINAL COMPANIES.

NAME OF RAILROAD	Maintenance of way and structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Total Operating Expenses
Minnesota & Manitoba Ry. Co.						
Canadian Northern Ry. Co.						
Chicago & Northwestern Ry. Co.						
Chicago & Burlington & Quincy R. R. Co.						
Chicago Great Western Ry. Co.						
Chicago, Milwaukee & St. Paul Ry. Co.						
Chicago, Rock Island & Pacific Ry. Co.						
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.						
Dubuque & Sioux City (Illinois Central) R. R. Co.						
Duluth & Iron Range R. R. Co.						
Duluth & Northeastern R. R. Co.	\$27,812.99	\$27,301.91		\$37,865.85	\$2,313.45	\$95,294.20
Duluth & Northern Minnesota Ry. Co.	119,001.69	60,392.09		128,481.03	20,202.36	338,077.17
Duluth Belt Line	593.53	836.71		4,196.52	5,223.38	10,860.14
Duluth, Missabe & Northern Ry. Co.						
Duluth, South Shore & Atlantic Ry. Co.						
Duluth Terminal Ry. Co.	3,232.69			135.83	98.00	3,466.52
Duluth, Rainy Lake & Winnipeg Ry. Co.	19,587.19	33,614.24	764.42	39,423.24	4,080.31	97,469.40
Great Northern Ry. Co.	113,329.78	100,556.26	4,335.03	176,069.47	23,495.18	417,785.72
Green Bay & Western Ry. Co.						
Iowa Central Ry. Co.						
Mason City & Ft. Dodge Ry. Co.	40,576.71	39,923.65		92,238.21	6,958.07	179,696.64
Minneapolis & Rainy River Ry. Co.						
Minneapolis & St. Louis R. R. Co.	4,463.43	2,580.47		14,230.58	3,104.93	24,379.41
Minneapolis Eastern Ry. Co.	7,314.56	6,732.35	60.69	15,712.14	3,984.35	33,804.09
Minneapolis, Red Lake & Manitoba Ry. Co.						
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.						
Minneapolis Western Ry. Co.	7,346.59	3,216.15		26,506.69	425.63	37,495.06
Minnesota & International Ry. Co.						
Minnesota & North Wisconsin Ry. Co.	19,865.49	25,690.96	2.25	38,566.70	3,132.63	87,258.03
Minnesota Transfer Ry. Co.	68,691.37	45,763.56		687,372.31	7,524.71	809,341.95
Northern Pacific Ry. Co.						
Railway Transfer of Minneapolis	14,722.43	5,865.72		61,750.54		82,338.69
Winona Bridge Ry. Co.						
Wisconsin Central Ry. Co.						
Wisconsin, Minnesota & Pacific Ry. Co.						
	\$446,538.45	\$352,464.07	\$5,162.39	\$1,822,549.11	\$80,543.00	\$2,207,257.02

TABLE XIVp.
OPERATING EXPENSES, STATE OF MINNESOTA, JUNE 30, 1903—FOR SMALL ROADS AND SWITCHING AND TERMINAL COMPANIES.

NAME OF RAILROAD	Maintenance of way and structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Total operating expenses	Ratio of Operating expenses to Operating Revenues
Minnesota & Manitoba Ry. Co.							
Canadian Northern Ry. Co.							
Chicago & Northwestern Ry. Co.							
Chicago, Burlington & Quincy R. R. Co.							
Chicago Great Western Ry. Co.							
Chicago, Milwaukee & St. Paul Ry. Co.							
Chicago, Rock Island & Pacific Ry. Co.							
Chicago, St. Paul, Minneapolis & Omaha.							
Dubuque & Sioux City (Ill. Cent.) R. R. Co.							
Duluth & Iron Range R. R. Co.	\$27,812.99	\$27,301.91		\$37,865.85	\$3,313.45	\$85,294.20	\$99.31
Duluth & Northeastern R. R. Co.	119,001.59	60,392.09		128,431.03	20,202.36	338,077.17	74.99
Duluth & Northern Minnesota Ry. Co.	593.53	336.71		4,196.52	5,223.38	10,860.14	
Duluth Belt Line.							
Duluth, Missabe & Northern Ry. Co.							
Duluth, South Shore & Atlantic Ry. Co.							
Duluth Terminal Ry. Co.	3,232.69			135.83	98.00	3,466.52	
Duluth, Rainy Lake & Winnipeg Ry. Co.	\$19,587.19	33,614.24	\$764.42	39,423.24	4,080.31	97,469.40	81.68
Great Northern Ry. Co.				2,474.17		2,474.17	69.47
Green Bay & Western Ry. Co.							
Iowa Central Ry. Co.							
Mason City & Ft. Dodge Ry. Co.							
Minneapolis & Rainy River Ry. Co.	40,576.71	39,923.65		92,238.21	6,958.07	179,696.64	73.07
Minneapolis & St. Louis R. R. Co.		2,580.47		14,230.58	3,104.33	24,379.41	48.54
Minneapolis Eastern Ry. Co.	4,463.43	6,732.35	60.69	15,712.14	3,984.35	33,804.09	90.32
Minneapolis, Red Lake & Manitoba Ry. Co.	7,314.56						
Minneapolis, St. P. & Sault Ste. M. Ry.		3,216.15		26,506.69	425.63	37,495.06	76.35
Minneapolis, Western Ry. Co.	7,345.69						
Minnesota & International Ry. Co.	19,865.49	25,690.96	2.25	38,566.70	3,132.63	87,258.02	86.13
Minnesota & North Wisconsin Ry. Co.	68,691.37	45,753.56		637,372.31	7,524.71	809,341.96	2,249.01
Minnesota Transfer Ry. Co.							
Northern Pacific Ry. Co.	14,722.43	5,865.72		61,750.54		82,338.69	51.96
Railway Transfer of Minneapolis.							
Winona Bridge Ry. Co.							
Wisconsin Central Ry. Co.							
Wisconsin, Minnesota & Pacific Ry. Co.							
	\$335,208.67	\$251,907.81	\$827.36	\$1,148,953.81	\$57,047.82	\$1,791,945.47	

TABLE XIVq.
PERCENTAGE OF OPERATING EXPENSES TO EARNINGS FOR ENTIRE LINES FOR TEN YEARS.

NAME OF RAILROAD	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908
Minnesota & Manitoba Railroad Co.								62.99	40.70	64.37	72.43
Canadian Northern Railway Co.											
Chicago, Burlington & Quincy Railroad Co.	61.18	61.84	61.84	64.59	62.86	61.22	64.63	63.65	69.00	71.21	71.09
Chicago Great Western Railway Co.	74.00	72.66	74.84	74.03	75.38	74.90	79.10	76.56	71.47	79.52	84.80
Duluth, Red Wing & Southern Railway Co.	68.60	64.68	64.68	64.03							
Winona & Western Railway Co.	67.75	62.22	62.22	79.31	71.05						
Chicago, Milwaukee & St. Paul Railway Co.	59.45	64.85	62.72	63.13	63.21	63.21	62.64	61.47	62.63	65.07	65.28
Chicago & North-Western Railway Co.	62.37	60.81	60.51	60.51	61.95	63.51	66.61	65.59	62.84	65.03	65.87
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	60.27	61.46	60.56	60.56	60.05	62.80	62.78	61.09	60.75	65.31	66.40
Burlington, Cedar Rapids & Northern Railway Co.	67.01	69.46		70.73	62.93						
Chicago, Rock Island & Pacific Railway Co.						63.48	72.90	71.75	69.92	69.44	72.62
Dubuque & Sioux City Railroad (Illinois Central)					76.57	85.36	89.57	75.98	66.80	69.67	69.56
Duluth & Iron Range Railroad Co.	46.26	49.11	45.21	45.21	36.31	37.35	45.94	33.20	33.20	40.07	43.45
Duluth & Northeastern Railroad Co.								104.50	81	88.67	99.31
Duluth Belt Line								94.32			
Duluth, St. Cloud, Glencoe & Mankato Railway Co.										84.57	
Duluth, Missabe & Northern Railway Co.	45.42	44.39	48.60	48.60	39.32	37.34	49.61	36.05	35.58	38.38	37.63
Duluth & Northern Minnesota Railway Co.	59.45	43.95	55.00	55.00	55.10	78.00	87.63	90.67	77.22	91.27	74.99
Duluth, South Shore & Atlantic Railway Co.							69.30	68.44	67.29	70.08	75.51
Duluth Terminal Railway Co.	43.97	45.41	50.07	50.07	47.12	46.44	43.80	42.46	50.51	62.01	*
Duluth, Rainy Lake & Winnipeg Railway Co.										61.21	81.6
Duluth, Virginia & Rainy Lake Railway Co.											
Eastern Railway of Minnesota	43.02	43.79	40.18	40.18	*38.63		49.84	59.73			
Great Northern Railway Co.	49.17	52.90	58.01	58.01	49.62	47.59	49.85	48.40	49.67	58.65	66.34
Green Bay & Western Railway Co.							63.45	59.50	64.45	62.68	69.47
Iowa Central Railway Co.							79.56	79.61	71.60	67.06	70.91
Mason City & Fort Dodge Railway Co.					80.62	79.66	72.29	69.14	43.97	57.65	*
Minneapolis & Rainy River Railway Co.								65.26	101.40	92.33	73.07
Minneapolis, Red Lake & Manitoba Railway Co.								35.71	80	117.70	90.32
Red Lake Trans. Co.	97.00	88.00	235.00	235.00	118.00	104.61	72.00	42.77	38.60	46.79	48.54
Minneapolis Eastern Railway Co.	44.68	47.83	50.44	50.44	57.98	62.24	63.95	57.21	57.21	61.61	69.22
Minneapolis & St. Louis Railway Co.	57.33	56.29	56.49	56.49	59.80	58.06	55.88	53.16	50.96	58.70	64.29
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	59.55	52.09	59.05	59.05	49.23	53.21	1,000.40	1,093.72	959.90	1,875.10	2,249.01
Minnesota Transfer Railway Co.								64.94	68.17	79.12	76.36
Minneapolis Western Railway Co.	21.24	63.31	69.07	69.07	56.29	59.09	67.51				
Minnesota & Great Northern Railway Co.											
Minnesota & International Railway Co.											
Brainerd & Northern Railway Co.	59.20	65.60	66.50	66.50	73.30	70.60	56.70	67.00	60.80	57.20	62.53
Minnesota & North Wisconsin Railway Co.											
Northern Pacific Railway Co.											
St. Paul & Duluth Railway Co.	47.38	47.90	51.09	51.09	51.47	52.16	62.19	49.02	49.19	70.63	86.13
Park Rapids & Leech Lake Railway Co.	67.91	66.30						52.95	50.76	54.94	58.42
Railway Transfer of Minneapolis							82.70				
St. Paul, Minneapolis & Manitoba Railway Co.								89.60	86.90	90.20	51.96
Split Rock & Northern Railway Co.	30.96	47.63	63.17	63.17	56.35	64.02	73.29	43.50	36.80		
Willmar & Sioux Falls Railway Co.	69.50	21.64	17.88	29.29	29.29	64.96	25.04	61.60	57.26	66.73	*
Winona Bridge Co.	74.42	69.57	71.43	70.55	70.55	67.21	65.80	28.33	12.66	9.64	*
Wisconsin Central Railway Company							59.59	65.80	64.05	62.77	70.21
Wisconsin, Minnesota & Pacific Railroad Co.	75.10	48.10	55.55	55.55	52.72	60.90	59.59	56.46	51.19	57.47	74.43

*10 Months.
†Not Shown.

TABLE XV.
REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES, ENTIRE LINES, JUNE 30, 1908.

NAME OF RAILROAD	A—Outside Operations			B—Other Properties		
	Revenues	Expenses	Net Revenue or Deficit	Revenues	Expenses	Taxes Income or "Loss."
Minnesota & Manitoba Railway Co.....						
Canadian Northern Railway Co.....	\$332,442.93	\$371,281.53	\$38,938.60	\$18,506.24	\$62,320.56	\$355,999.99
Chicago & Northwestern Railway Co.....	543,693.14	528,498.22	15,194.92			
Chicago, Burlington & Quincy Railroad Co.....						
Chicago Great Western Railway Co.....	951,874.33	577,918.90	373,955.43			
Chicago, Milwaukee & St. Paul Railway Co.....	396,118.09	488,613.21	192,496.12			
Chicago, Rock Island & Pacific Railway Co.....	97,302.35	96,848.87	453.48	66,129.23	8,792.91	45,944.68
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	18,421.84	21,434.86	13,013.02			
Dubuque & Sioux City Railroad (Illinois Central)	60,312.00	68,269.29	17,947.29	89,231.62	29,303.15	59,928.47
Duluth & Iron Range Railroad Co.....						
Duluth & Northeastern Railroad Co.....						
Duluth & Northern Minnesota Railway Co.....						
Duluth Belt Line.....	23,886.92	17,890.12	5,996.80			
Duluth, Missabe & Northern Railway Co.....	65,042.36	46,571.99	18,470.37			
Duluth, South Shore & Atlantic Railway Co.....						
Duluth Terminal Railway Co.....						
Duluth, Rainy Lake & Winnipeg Railway Co.....	908,623.73	574,879.80	333,743.93	133,114.41	91,633.46	41,480.95
Great Northern Railway Co.....						
Green Bay & Western Railway Co.....	1,891.77	3,219.07	1,327.30			
Iowa Central Railway Co.....						
Mason City & Fort Dodge Railway Co.....						
Minneapolis & Rainy River Railway Co.....	3,054.35	3,994.35	1940.00			
Minneapolis & St. Louis Railroad Co.....						
Minneapolis Eastern Railway Co.....	3,041.37	2,497.32	544.05			
Minneapolis, Red Lake & Manitoba Railway Co.....	434,562.20	132,187.80	302,364.40	530,575.95		530,575.95
Minneapolis, St. Paul & Sault Ste. M. Ry. Co.....						
Minneapolis Western Railway Co.....						
Minneapolis & International Railway Co.....						
Minnesota & North Wisconsin Railway Co.....						
Minnesota Transfer Railway Co.....	30,497.65	21,422.60	9,075.05			
Northern Pacific Railway Co.....	1,787,607.96	1,146,682.10	640,925.86	1,380,244.79	185,773.34	1,039,809.66
Railway Transfer of Minneapolis.....						
Winona Bridge Railway Co.....						
Wisconsin Central Railway Co.....	77,922.52	67,725.43	10,197.09			
Wisconsin, Minnesota & Pacific Railway Co.....						
	\$5,736,385.51	\$4,169,885.46	\$1,566,500.05	\$2,217,802.24	\$327,788.53	\$1,661,739.72

†Deficit.
*Loss.

TABLE XVI.
RENTS RECEIVABLE, ENTIRE LINES, JUNE 3

NAME OF RAILROAD	From Lease of Roads		From Joint Facilities		Miscellaneous Rents	Miscellaneous Income		
	Total	Total	Total	Total		Gross Income	Expenses	Net Miscellaneous Income
Minnesota & Manitoba Railway Co.								
Canadian Northern Railway Co.								
Chicago & Northwestern Railway Co.								
Chicago, Burlington & Quincy Railroad Co.								
Chicago Great Western Railway Co.								
Chicago, Milwaukee & St. Paul Railway Co.								
Chicago, Rock Island & Pacific Railway Co.								
Chicago, St. Paul, Minneapolis & Omaha Railway Co.								
Dubuque & Sioux City Railroad (Illinois Central)								
Dubuque & Iron Range Railroad Co.								
Dubuque & Northeastern Railroad Co.								
Duluth & Northern Railroad Co.								
Duluth & Northern Minnesota Railway Co.								
Duluth Belt Line.								
Duluth, Mesabe & Northern Railway Co.								
Duluth, South Shore & Atlantic Railway Co.								
Duluth Terminal Railway Co.								
Duluth, Rainy Lake & Winnipeg Railway Co.								
Great Northern Railway Co.								
Green Bay & Western Railway Co.								
Iowa Central Railway Co.								
Mason City & Ft. Dodge Railway Co.								
Minneapolis & Rainy River Railway Co.								
Minneapolis & St. Louis Railroad Co.								
Minneapolis Eastern Railway Co.								
Minneapolis, Red Lakes & Manitoba Railway Co.								
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.								
Minneapolis Western Railway Co.								
Minnesota & International Railway Co.								
Minnesota & North Wisconsin Railway Co.								
Minnesota Transfer Railway Co.								
Northern Pacific Railway Co.								
Railway Transfer of Minneapolis								
Winona Bridge Railway Co.								
Wisconsin Central Railway Co.								
Wisconsin, Minnesota & Pacific Railway Co.								
	\$265,706.92	\$2,120,467.35			\$414,485.82	\$653,216.52	\$77,408.26	\$575,808.26

TABLE XVIa.
RENTS PAYABLE, ENTIRE LINES

NAME OF RAILROAD	For Lease of Roads			For Joint Facilities		Mis- cellaneous Rents	Other Deductions From Income
	Guaranteed Interest on Bonds	Guaranteed Dividends on Stock	Cash	Total	Total	Total	Total
Minnesota & Manitoba Railway Co.			\$223,960.00	\$223,960.00			
Canadian Northern Railway Co.			41,090.70	41,090.70		705.00	25,950.09
Chicago & Northwestern Railway Co.			16,958.66	16,958.66		21,588.21	3,149.26
Chicago, Burlington & Quincy Railroad Co.						262,502.25	
Chicago Great Western Railway Co.							
Chicago, Milwaukee & St. Paul Railway Co.						7301.00	
Chicago, Rock Island & Pacific Railway Co.	934,275.00	8,418.00	166,403.22	1,109,096.22		1,095.50	1,145.67
Chicago, St. Paul, Minneapolis & Omaha Railway Co.						45.50	56,983.60
Dubuque & Sioux City Railroad (Illinois Central)						17,736.90	471,340.28
Dubuque & Iron Range Railroad Co.							60.29
Duluth & Northeastern Railroad Co.							
Duluth & Northern Minnesota Railway Co.							
Duluth Belt Line							
Duluth, Missabe & Northern Railway Co.						952.40	70,000.00
Duluth, South Shore & Atlantic Railway Co.						213.48	
Duluth Terminal Railway Co.							
Duluth, Rainy Lake & Winnipeg Railway Co.							
Great Northern Railway Co.	1,171,245.85	6,700.00	22,042.04	1,199,987.89		3,509.39	
Green Bay & Western Railway Co.	22,200.00			22,200.00		16,096.75	
Iowa Central Railway Co.							
Mason City & Ft. Dodge Railway Co.							
Minneapolis & Rainy River Railway Co.							
Minneapolis & St. Louis Railroad Co.							
Minneapolis Eastern Railway Co.	152,880.00		30,320.01	183,200.01			2,078.35
Minneapolis, Red Lakes & Manitoba Railway Co.							
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.							
Minneapolis Western Railway Co.			90.00	90.00			
Minneapolis & International Railway Co.						774.37	
Minnesota & North Wisconsin Railway Co.						10.00	
Minnesota Transfer Railway Co.							
Northern Pacific Railway Co.	74,120.00		51,331.86	125,451.86		1,178.57	
Railway Transfer of Minneapolis			60,210.77	60,210.77		3,703.00	
Winona Bridge Railway Co.							
Wisconsin Central Railway Co.						372,103.77	
Wisconsin, Minnesota & Pacific Railway Co.						10,507.43	
	\$2,354,720.85	\$15,118.00	\$612,407.26	\$2,982,246.11	\$4,280,308.95	\$326,934.00	\$630,707.54

TABLE XVII.
HIRE OF EQUIPMENT, ENTIRE LINES.

NAME OF RAILROAD	A—Equipment Leased				B—Equipment Interchanged			
	Amount carried to Operating Expenses		Amount carried to Income Account		Amount carried to Operating Expenses		Amount carried to Income Account	
	Equipment Borrowed	Equipment Loaned	Receivable	Payable	Equipment Borrowed	Equipment Loaned	Receivable	Payable
Minnesota & Manitoba Ry. Co.								
Canadian Northern Ry. Co.					\$668,259.64	\$718,325.46	\$1,979,728.96	\$1,968,119.51
Chicago & Northwestern Ry. Co.					618,967.48	597,240.80	2,134,365.27	2,188,319.17
Chicago, Burlington & Quincy R. R. Co.			\$24,351.62		109,465.65	128,752.86	463,048.75	426,246.18
Chicago Great Western Ry. Co.					628,893.41	698,032.86	1,971,076.77	1,726,014.78
Chicago, Milwaukee & St. Paul Ry. Co.	\$29,036.62		\$91,949.29		742,655.64	652,060.23	2,064,849.19	2,351,951.11
Chicago, Rock Island & Pacific Ry. Co.	23.29	\$574.82	3,263.57	182.53	176,547.20	249,192.04	382,792.38	331,321.01
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.					634,386.94	809,071.43	2,711,040.15	2,292,598.98
Dubuque & Sioux City (Ill. Cent.) R. R. Co.					11,626.92	4,066.42	11,066.95	29,713.51
Dubuque & Iron Range R. R. Co.		4,373.32	11,018.07	537.06				
Duluth & Northeastern R. R. Co.					12,840.81			
Duluth & Northern Minnesota Ry. Co.								
Duluth Belt Line.								
Duluth, Missabe & Northern Ry. Co.	458.52			2,809.51	7,333.34	3,542.06	17,773.09	22,670.96
Duluth, South Shore & Atlantic Ry. Co.		5,760.75	17,037.25		31,059.73	34,531.33	80,966.53	80,885.82
Duluth Terminal Ry. Co.								
Duluth, Rainy Lake & Winnipeg Ry. Co.		967.68	1,468.32		1,080.11	1,300.83	3,068.08	1,706.49
Great Northern Ry. Co.	15,885.36	2,547.84	5,259.10	30,446.94	149,745.12	191,532.34	1,584,968.10	1,114,628.17
Green Bay & Western Ry. Co.			4,304.40		12,004.68	14,016.92	83,134.52	74,063.90
Iowa Central Ry. Co.					20,795.60	28,672.16	94,909.94	106,283.27
Mason City & Ft. Dodge Ry. Co.								
Minneapolis & Rainy River Ry. Co.								
Minneapolis & St. Louis R. R. Co.								
Minneapolis Eastern Ry. Co.								
Minneapolis, Red Lake & Manitoba Ry. Co.					88,248.82	160,699.92	662,104.64	685.25
Minneapolis, St. Paul & Sault Ste. Marie Ry.			19,529.77	4,617.63	40.44			518,886.41
Minneapolis Western Ry. Co.				6,056.50	12,025.40	7,208.88	22,648.82	30,691.15
Minnesota & International Ry. Co.	62.00	8,334.74	17,282.39		1,888.36	670.32	2,434.35	4,063.90
Minnesota & North Wisconsin Ry. Co.								
Minnesota Transfer Ry. Co.								
Northern Pacific Ry. Co.	2,132.53	59,558.67	318,562.40	89,535.69	285,117.00	262,590.04	927,627.79	962,386.76
Railway Transfer of Minneapolis.				3,691.22				
Winona Bridge Ry. Co.								
Wisconsin Central Ry. Co.	1,315.92			4,637.00	128,775.44	108,127.73	611,841.69	664,329.85
Wisconsin, Minnesota & Pacific Ry. Co.					8,681.04	12,890.58	52,674.27	28,661.76
	\$48,914.24	\$52,717.83	\$422,026.89	\$234,362.27	\$4,450,804.77	\$4,682,474.28	\$15,862,060.49	\$14,905,669.44

TABLE XVIII.
COMPARATIVE GENERAL BALANCE SHEET FOR YEAR ENDING JUNE 30, 1908—ASSETS.

NAME OF RAILROAD	Cost of Road	Cost of Equipment	General Expenditures	Stock Owned	Funded Debt Owned	Other Permanent Investments	Lands Owned	Cash and Current Assets
Minnesota & Manitoba Ry. Co.	\$999,000.00	\$87,732,663.22		\$17,296,963.64	\$45,733,673.27			\$16,927,437.77
Canadian Northern Ry. Co.		\$245,556,388.71		10,953,070.37	49,254,000.00		\$9,777,037.98	14,596,027.25
Chicago & Burlington & Quincy R. R.		\$358,832,115.23		39,652,536.33	1,922,023.00	\$4,830,502.24	1,182,133.59	11,153,688.83
Chicago, Great Western Ry. Co.	64,201,117.23	10,400,387.67	\$3,524,014.43	18,178,223.05	93,400.00	206,000.00	7,658.37	2,053,190.51
Chicago, Milwaukee & St. Paul Ry.		\$254,860,733.05		28,017,969.12	10,714,000.00	2,554,355.18		72,677,596.65
Chicago, Rock Island & Pacific Ry.		\$189,746,814.43		4,394,623.30	47,823,079.78	14,788,853.38	641,991.02	12,294,213.31
Chicago, St. Paul, Minn. & Omaha		\$63,211,277.41			1,726,091.45			1,212,004.66
Dubuque & Sioux City (Ill. Cent.)	\$29,732,135.27		6.80					6,489.67
Duluth & Iron Range R. R. Co.	15,047,401.73	5,421,400.90			1,919,000.00		3,997.12	4,062,064.90
Duluth & Northeastern R. R. Co.	677,474.38	188,492.75						2,536.67
Duluth & Northern Minn. Ry. Co.	988,241.33	191,336.74	12,484.43					181,606.70
Duluth Belt Line	93,944.70							1,556.20
Duluth, Missabe & Northern Ry. Co.	16,486,086.50	7,285,725.77		115,250.80				7,158,136.48
Duluth, South Shore & Atlantic Ry.	43,466,415.35	3,242,983.02		883,415.28				469,715.81
Duluth Terminal Ry. Co.	399,567.81							98,634.24
Duluth, Rainy Lake & Winnipeg Ry.	3,542,022.83	633,256.82						1,546.65
Great Northern Ry. Co.	233,869,079.94	51,064,643.90	\$50,691.50	121,721,652.78	33,556,243.18	48,772,785.44		19,261,474.78
Green Bay & Western Ry. Co.	3,467,087.50	600,000.00		9,513.00	87,800.00			232,447.86
Iowa Central Ry. Co.	24,098,694.48	2,393,893.20	798,947.78		1,996,000.00	619,710.56		777,621.24
Mason City & Ft. Dodge Ry. Co.	43,046,143.06	1,507,123.21	70,802.93	341,692.91				47,568.18
Minneapolis & Rainy River Ry. Co.	1,102,516.25	286,456.10						83,441.89
Minneapolis & St. Louis R. R. Co.	29,062,025.54	1,273,125.60		103,900.00	1,379,000.00	6,821.81		5,707,760.97
Minneapolis Eastern Ry. Co.	199,329.50	23,506.67	52,294.82					22,750.21
Minneapolis, Red Lake & Manitoba	449,992.53	38,013.15	344,741.57					13,696.98
Minneapolis, St. P. & Sault Ste. M.	38,367,046.39	13,901,060.78	24,006,519.69	2,166,190.56	1,917,000.00	6,483,068.71	872,586.97	2,703,208.98
Minneapolis Western Ry. Co.	739,850.10	12,317.38		10,000.00	336,977.50			23,756.39
Minnesota & International Ry. Co.	1,906,574.36	374,023.38	238,223.68					642,734.30
Minnesota & North Wis. Ry. Co.	685,315.83	115,918.61						35,700.51
Minnesota Transfer Ry. Co.	1,784,714.55	194,243.55			12,063,233.77		2,565,196.96	73,635,949.91
Northern Pacific Ry. Co.	338,967,868.84	\$9,641,897.89	271,884.98	5,235,330.94				
Railway Transfer of Minneapolis								
Winona Bridge Ry. Co.	789,304.66							52,029.35
Wisconsin Central Ry. Co.	54,183,887.87	4,897,265.22	3,044,318.73	2,864,379.20	191,543.51	614,478.28		2,575,946.98
Wisconsin, Minnesota & Pacific Ry.	10,429,624.69	663,967.79	1,100,607.15					21,447.06
	\$970,762,478.07	\$1,353,515,740.15	\$23,916,038.40	\$251,945,420.28	\$171,309,170.46	\$78,375,375.60	\$14,550,607.01	\$247,597,996.99

*Includes cost of road and general expenditures.

†Stocks owned included.

‡Cost of equipment included.

TABLE XVIIIa.
COMPARATIVE GENERAL BALANCE SHEET FOR YEAR ENDING JUNE 30, 1908--ASSETS.

NAME OF RAILROAD	Equipment Trucks	Materials and Supplies	Sinking Insu- rance and other Funds	Sundries	Profit and Loss	Grand Total
Minnesota & Manitoba Ry. Co.		\$579,641.46				\$999,000.00
Canadian Northern Ry. Co.		5,091,312.84	\$10,343,020.56			170,973,335.72
Chicago & Northwestern Ry. Co.		6,415,609.82	18,274,259.48	\$16,513,786.26		368,408,536.24
Chicago, Burlington & Quincy R. R. Co.		1,010,343.82				413,589,407.84
Chicago Great Western Ry. Co.		6,325,634.07	407,577.24		\$1,256,353.14	122,404,301.20
Chicago, Milwaukee & St. Paul Ry. Co.		5,007,925.42		1,605,054.93		377,228,174.17
Chicago, Rock Island & Pacific Ry. Co.		1,036,168.48		45,767.78		298,455,719.24
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.		586,888.52	879,486.05			71,579,165.30
Dubuque & Sioux City (Illinois Central) R. R. Co.		586,888.52	3,764,433.63			30,728,687.28
Duluth & Iron Range R. R. Co.		2,502.96				30,735,186.80
Duluth & Northeastern R. R. Co.						871,006.76
Duluth & Northern Minnesota Ry. Co.						1,374,169.20
Duluth Belt Line.		476,331.98	2,025,358.56			170,284.73
Duluth, Missabe & Northern Ry. Co.		371,045.54	26,394.00			33,547,890.09
Duluth, South Shore & Atlantic Ry. Co.					3,028,953.45	51,498,922.45
Duluth Terminal Ry. Co.		27,888.36				498,202.05
Great Northern Ry. Co.		8,217,723.24		1,050,052.80		4,060,245.85
Green Bay & Western Ry. Co.		8,809.27				523,994,447.56
Iowa Central Ry. Co.		303,401.65				10,405,662.63
Mason City & Ft. Dodge Ry. Co.		139,585.58				30,993,238.91
Minneapolis & Rainy River Ry. Co.		541,549.52				46,235,201.25
Minneapolis & St. Louis R. R. Co.		689.86		1,221,865.96		1,641,975.63
Minneapolis Eastern Ry. Co.		2,444.07			29,975.81	38,578,682.54
Minneapolis, Red Lake & Manitoba Ry. Co.		1,258,686.68			44,546.89	343,117.95
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.		1,857.28	7,501.72		59,695.12	908,583.42
Minneapolis Western Ry. Co.		20,807.46				91,682,870.48
Minnesota & International Ry. Co.		10,430.00			24,461.40	801,243.05
Minnesota & North Wisconsin Ry. Co.		6,113,888.17				3,559,389.68
Minnesota Transfer Ry. Co.						811,664.44
Northern Pacific Ry. Co.			5,000,000.00	2,604.13	32,962.63	2,050,234.27
Railway Transfer of Minneapolis.				111,481,665.51		593,672,421.97
Winona Bridge Ry. Co.		916,209.42				
Wisconsin Central Ry. Co.		546,277.99	3,018.48			821,354.51
Wisconsin, Minnesota & Pacific Ry. Co.				157,487.31		69,385,272.99
				499,238.52		12,713,905.21
	\$916,209.42	\$44,096,038.54	\$40,721,049.70	\$132,577,523.20	\$4,639,303.00	\$3,345,723,450.91

TABLE XVIIIb.
COMPARATIVE GENERAL BALANCE SHEET YEAR ENDING JUNE 30, 1908—LIABILITIES.

NAME OF RAILROAD	Capital Stock	Funded Debt	(Current Liabilities	Accrued Interest on Funded Debt not yet payable	Miscellaneous	Profit and Loss	Grand Total
Minnesota & Manitoba Ry. Co.	\$400,000.00	\$599,000.00	\$2,417,764.22	\$12,162,396.73		\$3,311,947.32	\$999,000.00
Canadian & Northern Ry. Co.	30,750,000.00	62,331,237.45	9,157,677.73	12,851,718.25		110,973,335.72	388,408,536.24
Chicago & Northwestern Ry. Co.	124,351,685.53	133,645,000.00	8,112,629.07	96,285,027.36		26,532,454.73	413,569,407.34
Chicago, Burlington & Quincy R. R. Co.	110,539,100.00	183,064,000.00	12,648,257.71	1,619,440.00		14,288,650.61	413,569,407.34
Chicago, Great Western Ry. Co.	107,091,928.00	1,044,677.49	12,648,257.71	1,619,440.00		377,223,174.17	122,404,301.20
Chicago, Milwaukee & St. Paul Ry. Co.	133,354,300.00	125,679,500.00	8,150,814.80	67,396,685.90		42,641,973.47	377,223,174.17
Chicago, Rock Island & Pacific Ry. Co.	75,000,000.00	189,586,541.00	13,933,820.42	5,967,411.90	\$1,564,165.66	13,953,945.92	298,455,719.24
Chicago, St. Paul, Mpls. & Omaha Ry. Co.	34,960,128.62	29,884,091.45	2,213,000.91	199,514.17		3,668,266.49	71,579,165.30
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	11,759,500.00	17,861,556.16	6,863.40	1,097,777.72		3,153,799.64	30,725,186.90
Duluth & Iron Range R. R. Co.	3,000,000.00	13,151,000.00	198,850.86	11,291,536.30		6,000.29	30,725,186.90
Duluth & Northeastern R. R. Co.	500,000.00		355,596.47	9,410.00		181,806.70	1,374,169.20
Duluth & Northern Minnesota Ry. Co.	200,000.00		992,562.50				1,374,169.20
Duluth Belt Line.	135,500.00	31,754.73					170,254.73
Duluth, Missabe & Northern Ry. Co.	4,112,500.00	9,043,000.00	349,695.96	10,259,743.36		9,783,020.77	33,547,890.09
Duluth, South Shore & Atlantic Ry. Co.	22,000,000.00	23,477,013.35	5,585,171.21	436,737.89		51,498,922.45	51,498,922.45
Duluth Terminal Ry. Co.	30,000.00	175,000.00		1,750.00	271,452.05		4,080,245.85
Duluth, Rainy Lake & Winnipeg Ry. Co.	2,000,000.00	2,000,000.00	45,505.37	13,740.43		27,183,091.52	523,994,447.66
Great Northern Ry. Co.	209,962,750.00	233,510,909.09	7,456,190.65	45,887,506.30		172,415.38	40,466,662.63
Green Bay & Western Ry. Co.	2,500,000.00	7,600,000.00	133,247.25			2,738,107.78	30,983,238.91
Iowa Central Ry. Co.	14,199,454.82	13,137,294.91	734,391.40	183,990.00		1,176,640.91	46,235,201.25
Mason City & Ft. Dodge Ry. Co.	32,841,152.00	12,000,000.00	139,696.63	78,711.81		1,641,975.63	38,578,682.54
Minneapolis & Rainy River Ry. Co.	400,000.00	400,000.00	841,975.63			1,887,749.67	343,117.95
Minneapolis & St. Louis R. R. Co.	10,000,000.00	25,080,394.32	1,610,431.70	550,106.35		908,583.42	91,682,870.48
Minneapolis Eastern Ry. Co.	125,000.00	150,000.00	67,126.38	991.57		801,243.06	3,529,389.68
Minneapolis, Red Lake & Manitoba Ry. Co.	100,000.00	700,000.00	108,583.42	227,453.79		182,962.01	811,664.44
Minneapolis, St. P. & Sault Ste. M. Ry. Co.	25,200,000.00	57,038,000.00	2,565,209.72	3,419.16		50,611,364.63	593,672,421.97
Minneapolis Western Ry. Co.	250,000.00	2,145,000.00	334,988.82				
Minneapolis & International Ry. Co.	500,000.00		618,702.43				
Minnesota & North Wisconsin Ry. Co.	70,000.00	1,908,000.00	28,491.66	43,732.61			
Minnesota Transfer Ry. Co.	217,831,835.97	190,239,739.32	21,724,196.62	113,215,295.53			
Northern Pacific Ry. Co.							
Railway Transfer of Minneapolis.							
Winona Bridge Ry. Co.	400,000.00	384,000.00	447.63	36,886.89		821,324.51	
Wisconsin Central Ry. Co.	30,000,000.00	34,510,105.00	1,244,772.32	1,371,455.51		2,258,940.16	69,385,272.98
Wisconsin, Minnesota & Pacific Ry. Co.	5,893,400.00	5,811,000.00	519,490.61	66,815.65		423,198.95	12,713,905.21
	\$1,209,931,230.94	\$1,439,416,814.77	\$102,338,897.68	\$381,239,145.23		\$1,835,617.71	\$3,345,723,450.91

TABLE XIX.
OFFICERS AND EMPLOYEES AND THEIR SALARIES—STATE OF MINNESOTA, 1908—JUNE 30, 1908.

NAME OF RAILROAD	Employees account floating equipment	All other employees and laborers	Total in- cluding general officers	Distribution of Preceding Items					Total including general officers
				Mainte- nance of way and structures	Mainte- ance of equip- ment	Traffic expenses	Trans- portation expenses	General expenses	
Minnesota & Manitoba Railway Co.		3	56	39	28	19	206	1,151	1,562
Canadian Northern Railway Co.		88	1,661	615	286	758	17	2	1,661
Chicago & Northwestern Railway Co.		34	341	157	77	26	151	274	928
Chicago, Burlington & Quincy Railroad Co.		154	928	157	66	431	206	1,151	1,562
Chicago Great Western Railway Co.		23	1,531	158	28	19	206	1,151	1,562
Chicago, Milwaukee & St. Paul Railway Co.		339	2,478	430	592	78	1,202	176	2,478
Chicago, Rock Island & Pacific Railway Co.		7	87	29	485	5	53	28	1,917
Chicago, St. Paul, Minneapolis & Omaha Railway Co.		466	1,911	739	11	19	664	12	2,611
Dubuque & Sioux City Railroad (Illinois Central)	8	5	66	30	39	11	91	12	261
Dubuque & Iron Range Railroad Co.		10	281	119	39	11	91	12	261
Duluth & Northeastern Railroad Co.		503	1,992	574	290	37	1,091	36	1,992
Duluth & Northern Minnesota Railway Co.		15	37	6	*	13	1	6	408
Duluth, Missabe & Northern Railway Co.		1	13	408	2,518	247	4,117	882	13,908
Duluth, Sault Ste. Marie & Atlantic Railway Co.		1,082	13,888	6,144	2,518	247	4,117	882	13,908
Duluth, Terminal Railway Co.		3	3	9	12	2	3	185	248
Duluth, Rainy Lake & Winnipeg Railway Co.		16	248	44	43	19	19	4	278
Green Bay & Western Railway Co.		83	276	175	242	47	415	82	1,185
Louis & Western Railway Co.		140	1,179	399	2	25	9	9	26
Mason City & Ft. Dodge Railway Co.		392	2,016	543	767	12	610	84	2,016
Minneapolis & Rainy River Railway Co.		5	27	10	1	15	15	15	27
Minneapolis & St. Louis Railroad Co.		40	436	266	16	3	149	18	436
Minneapolis Eastern Railway Co.		40	436	266	16	3	149	18	436
Minneapolis, Red Lake & Manitoba Railway Co.		299	925	78	124	128	1,834	892	7,535
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.		4802	7,535	2,572	2,000	128	1,834	892	7,535
Minnesota & Northern Railway Co.		7	66	66	*	66	66	66	66
Minnesota Transfer Railway Co.		23	168	40	38	5	80	5	168
Northern Pacific Railway Co.		19	412	205	24	2	166	15	412
Winona Bridge Railway Co.		8	39,156	13,936	7,670	613	13,028	3,875	39,122
Wisconsin Central Railway Co.			38,931	13,936	7,670	613	13,028	3,875	39,122
Wisconsin, Minnesota & Pacific Railway Co.			38,931	13,936	7,670	613	13,028	3,875	39,122

*Includes maintenance of equipment, traffic expenses, transportation expenses and general expenses.

TABLE XIX.—Continued.
OFFICERS AND EMPLOYEES AND THEIR SALARIES—STATE OF MINNESOTA, 1903—JUNE 30, 1903

NAME OF RAILROAD	Entire Line				Average daily compensation
	Total number compensation	Total number of employees	Total yearly compensation	Average daily compensation	
Minnesota & Manitoba Railway Co.....	\$ 25,770.40	8,140	4,644,155.23	\$2.28	\$1.89
Canadian Northern Railway Co.....	1,250,066.81	36,318	26,714,269.19	2.32	2.28
Chicago & Northwestern Railway Co.....	276,891.37	44,150	381,649.55.27	2.21	2.46
Chicago, Burlington & Quincy Railroad Co.....	766,191.77	4,407	3,481,265.79	2.31	2.56
Chicago Great Western Railway Co.....		40,721	28,296,070.76	2.22	
Chicago, Milwaukee & St. Paul Railway Co.....	370,076.13	31,267	23,230,085.26	2.22	2.25
Chicago, Rock Island & Pacific Railway Co.....	2,078,099.75	6,352	5,152,284.46	2.57	2.63
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	66,220.82	2,467	2,116,351.82	2.36	2.71
Dubuque & Sioux City Railroad (Illinois Central).....	1,662,011.53	1,917	1,662,011.53	2.61	2.61
Duluth & Iron Range Railroad Co.....	53,089.49	61	53,089.49	2.38	2.38
Duluth & Northeastern Railroad Co.....		261	154,875.85	2.59	2.59
Duluth & Northern Minnesota Railway Co.....	1,738,410.54	1,992	1,738,410.54	2.61	2.61
Duluth Belt Line.....	34,522.94	1,802	1,475,555.70	2.26	2.99
Duluth, Missabe & Northern Railway Co.....	2,711.88	13	2,711.88	1.89	1.89
Duluth, South Shore & Atlantic Railway Co.....	52,695.68	408	52,695.68	2.27	2.27
Duluth, Terminal Railway Co.....	7,914,687.05	39,581	20,847,554.96	2.27	2.24
Duluth, Rainy Lake & Winnipeg Railway Co.....	1,764.00	396	221,136.45	1.96	1.88
Great Northern Railway Co.....	24,076.90	1,682	1,239,690.12	2.27	2.41
Green Bay & Western Railway Co.....	24,445.53	902	594,799.50	2.20	2.09
Iowa Central Railway Co.....					
Mason City & Ft. Dodge Railway Co.....	904,739.91	2,111	1,589,190.50	2.16	2.19
Minneapolis & Rainy River Railway Co.....	15,101.10	26	15,101.10	2.71	2.71
Minneapolis & St. Louis Railroad Co.....	21,224.70		21,224.70	2.63	2.71
Minneapolis, Eastern Railway Co.....	1,814,801.92	5,141	4,240,636.26	2.34	2.36
Minneapolis, Red Lake & Manitoba Railway Co.....	19,145.85	27	19,145.85	2.56	2.56
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	247,230.72	436	247,230.72	2.34	2.34
Minneapolis Western Railway Co.....	44,259.56	66	44,259.56	2.23	2.23
Minnesota & International Railway Co.....	649,646.06	925	649,646.06	2.19	2.19
Minnesota & North Wisconsin Railway Co.....	5,761,905.90	28,212	23,497,386.55	2.47	2.50
Minnesota Transfer Railway Co.....	50,112.30	66	50,112.30	2.86	2.86
Northern Pacific Railway Co.....					
Railway Transfer of Minneapolis.....	132,525.14	3,879	3,082,611.86	2.30	2.30
Winona Bridge Railway Co.....	242,126.37	440	261,204.60	1.98	1.98
Wisconsin Central Railway Co.....					
Wisconsin, Minnesota & Pacific Railway Co.....					
	\$26,599,427.97	264,166	\$187,209,719.54	\$2.34	\$2.38

TABLE XIX.
OFFICERS AND EMPLOYEES AND THEIR SALARIES—STATE OF MINNESOTA—YEAR ENDING, JUNE 30, 1908.

NAME OF RAILROAD	General officers	Other officers	General office clerks	Station Agents	Other stationmen	Engine-men.	Firemen	Conductors.
Minnesota & Manitoba Railway Company.....	3			4	10			
Canadian Northern Railway Company.....				89	110	66	69	50
Chicago & Northwestern Railway Company.....		1		6	37	16	9	12
Chicago, Burlington & Quincy Railroad Company.....	13	11	15	23	42	38	38	38
Chicago, Great Western Railway Company.....			261					
Chicago, Milwaukee & St. Paul Railway Company.....	31	2	1,118	8	57	29	18	15
Chicago, Rock Island & Pacific Railway Company.....	22		225	65	314	98	98	51
Chicago, St. Paul & Minneapolis & Omaha Railway Company.....		1	2	7	5	8	8	14
Dubuque & Sioux City Railroad (Illinois Central).....	6	11	25	21	52	73	72	41
Dubuque & Iron Range Railroad Company.....	5	2	1	1	1	2	2	2
Duluth & Northeastern Railroad Company.....	8	3	1			12	15	11
Duluth & Northern Minnesota Railway Company.....								
Duluth Belt Line.....								
Duluth, Missabe & Northern Railway Company.....	8	8	34	17	52	90	100	79
Duluth, South Shore & Atlantic Railway Company.....		4	16					
Duluth Terminal Railway Company.....	5	1						
Duluth, Rainy Lake & Winnipeg Railway Company.....	1	4	4	3	1	16	16	13
Great Northern Railway Company.....	20	33	858	243	709	313	352	335
Green Bay & Western Railway Company.....				1	2			
Iowa Central Railway Company.....	8	15	174	3	13	1	1	1
Mason City & Ft. Dodge Railway Company.....				3		3	3	
Minneapolis & Rainy River Railway Company.....	2	4	2			10	10	10
Minneapolis & St. Louis Railroad Company.....	6	22	68	58	103	45	45	29
Minneapolis, Eastern Railway Company.....	5		4			1	1	
Minneapolis, Red Lake & Manitoba Railway Company.....	2	1				2	2	2
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	4	5		4		74	74	46
Minneapolis & Western Railway Company.....			77	62	146			
Minnesota & International Railway Company.....	8	6	1	1	2	2	2	16
Minnesota & North Wisconsin Railway Company.....	10	2	22	15	12	19	22	3
Minnesota Transfer Railway Company.....	5	1	4	1	2	3	3	
Northern Pacific Railway Company.....	41	26	837	120	273	20	22	127
Railway Transfer of Minneapolis.....	5			1	2	146	146	3
Winona Bridge Railway Company.....		1	7			4	4	
Wisconsin Central Railway Company.....		2		6	21	9	10	7
Wisconsin, Minnesota & Pacific Railway Company.....	15			35	31	15	16	15
	233	166	3,768	801	2,651	1,115	1,158	922

TABLE XIX.—Continued.
 OFFICERS AND EMPLOYEES AND THEIR SALARIES—STATE OF MINNESOTA—YEAR ENDING, JUNE 30, 1908.

NAME OF RAILROAD	Other Trammen	Machinists	Carpenters	Other Shopmen	Section Foremen	Other Trackmen	Switch tenders and dis- patchers	Telegraph Operators and dis- patchers
Minnesota & Manitoba Railway Company.								
Canadian Northern Railway Company.	133	66	78	323	6	33	68	54
Chicago & Northwestern Railway Company.	25	3		65	7	371	13	20
Chicago, Burlington & Quincy Railroad Company.	52	4	38	62	28	91	12	23
Chicago, Great Western Railway Company.								
Chicago, Milwaukee & St. Paul Railway Company.	12	3	4	25	37	113	21	46
Chicago, Rock Island & Pacific Railway Company.	238	328	142	113	82	261	20	82
Chicago, St. Paul, Minneapolis & Omaha Railway Company.	8	44	78	362	6	19	2	2
Dubuque & Sioux City Railroad (Illinois Central).	166	2	4	3	42	380	26	24
Duluth & Iron Range Railroad Company.	4	2	4	6	6	24	1	1
Duluth & Northeastern Railroad Company.	25	10	19	10	15	104	16	2
Duluth & Northern Minnesota Railway Company.								
Duluth Belt Line.								
Duluth, Missabe & Northern Railway Company.	191	45	58	245	42	468	27	25
Duluth, South Shore & Atlantic Railway Company.								
Duluth, Terminal Railway Company.			1		1	3	1	2
Duluth, Rainy Lake & Winnipeg Railway Company.	26	6	6	55	16	202	7	2
Great Northern Railway Company.	1,449	187	232	2,271	392	5,132	108	192
Green Bay & Western Railway Company.								
Iowa Central Railway Company.	3	3	2	3				5
Mason City & Ft. Dodge Railway Company.	5				4	10		3
Minneapolis & Rainy River Railway Company.	13	3	12	34	7	79		3
Minneapolis & St. Louis Railroad Company.	72	70	37	89	78	265	31	2
Minneapolis Eastern Railway Company.	6		1	1	1	5	1	
Minneapolis, Red Lake & Manitoba Railway Company.					3	6		
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.		1		185	75	352	26	36
Minneapolis Western Railway Company.	148	131	183	1	1	4	9	
Minnesota & International Railway Company.	43		8		26	183	3	13
Minnesota & North Wisconsin Railway Company.	3	2	1	12	6	41		1
Minnesota Transfer Railway Company.	79	6	96	220	8	70	11	7
Northern Pacific Railway Company.	471	358	277	1,232	200	500	112	190
Railway Transfer of Minneapolis.	30				1	7	2	
Winona Bridge Railway Company.								
Wisconsin Central Railway Company.	15	6	7	19	6	22	4	5
Wisconsin, Minnesota & Pacific Railway Company.	24	1	14	9	42	162	5	7
	3,261	1,279	1,298	5,140	1,233	10,756	525	771

TABLE

TRAFFIC AND MILEAGE STATISTICS, ENTIRE

NAME OF RAILROAD	Number of Passengers carried earning Revenue	Number of Passengers carried one Mile	Number of Passengers carried one mile per mile of Road
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....	937,036	74,468,415	25,983
Chicago & Northwestern Railway Co.....	25,994,182	869,455,637	113,940
Chicago, Burlington & Quincy Railroad Co..	18,846,193	1,007,291,339	112,205
Chicago Great Western Railway Co.....	1,318,839	102,707,741	125,504
Chicago, Milwaukee & St. Paul Railway Co.	14,234,127	619,468,248	82,601
Chicago, Rock Island & Pacific Railway Co..	16,652,607	833,437,245	113,546
Chicago, St. Paul, Minneapolis & O. Ry. Co.	3,761,787	186,436,709	108,065
Dubuque & Sioux City (Ill. Cent.) R. R. Co..	1,526,702	68,323,607	89,794
Duluth & Iron Range Railroad Co.....	486,265	13,896,950	60,608
Duluth & Northeastern Railroad Co.....	12,514	369,538	6,781
Duluth & Northern Minnesota Railway Co...	34,800	1,218,000	12,674
Duluth Belt Line.....			
Duluth, Missabe & Northern Railway Co....	384,363	15,354,487	59,522
Duluth, South Shore & Atlantic Railway Co.	679,253	38,502,381	64,725
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co....	25,726	946,327	10,187
Great Northern Railway Co.....	6,926,161	491,488,194	75,445
Green Bay & Western Railway Co.....	247,250	5,640,491	25,069
Iowa Central Railway Co.....	930,417	25,406,981	45,497
Mason City & Ft. Dodge Railway Co.....	489,195	22,323,090	57,794
Minneapolis & Rainy River Railway Co.....	16,046	324,356	4,616
Minneapolis & St. Louis Railroad Co.....	1,261,770	55,039,452	54,755
Minneapolis Eastern Railway Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co..	22,510	485,427	14,490
Minneapolis, St. P. & Sault Ste. M. Ry. Co..	1,606,991	128,293,907	55,685
Minneapolis Western Railway Co.....			
Minnesota & International Railway Co.....	229,838	8,644,789	44,203
Minnesota & North Wisconsin Railway Co..	2,760	96,600	1,747
Minnesota Transfer Railway Co.....			
Northern Pacific Railway Co.....	7,880,333	794,351,943	141,009
Railway Transfer of Minneapolis.....			
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....	1,613,863	85,341,123	83,444
Wisconsin, Minnesota & Pacific Railway Co..	331,743	8,032,443	29,640
	106,453,271	5,462,254,425	1,619,526

*Average.

XX.

LINES, JUNE 30, 1908.—PASSENGER TRAFFIC.

Average Distance carried	Total Passenger Revenue	Average amount received from each Passenger	Average receipts per Passenger per mile	Total Passenger Service Train Revenue	Passenger service train Revenue per mile of road	Passenger service train Revenue per train mile
79.47	\$1,772,816.38	\$1,89194	\$0.02381	\$2,026,272.48	\$707.00	\$1.06704
33.44	15,734,607.31	.60531	.01810	19,850,131.70	2,601.30	1.11196
53.45	18,637,278.96	.98891	.01850	23,443,933.26	2,611.48	1.41418
77.88	1,887,162.00	1.48093	.01837	2,390,480.81	2,921.06	.97573
43.52	11,883,394.66	.83485	.01918	15,524,480.16	2,070.14	1.15261
50.35	15,729,714.45	.94458	.01876	18,679,562.79	2,529.56	1.16627
49.56	3,690,483.65	.98105	.01979	4,389,565.71	2,544.35	1.17750
44.69	1,293,705.65	.84739	.01896	1,570,772.62	2,067.13	1.04306
28.58	266,405.13	.54786	.01917	292,526.45	1,275.79	1.10322
29.53	7,390.60	.59060	.02000	7,390.60	135.61	.28283
35.00	24,408.83	.70140	.02004	24,408.83	253.99	1.56466
39.94	306,086.17	.79634	.01993	332,892.55	1,290.48	1.38581
56.68	969,125.94	1.42675	.02517	1,099,261.95	1,847.93	1.19823
36.79	22,089.34	.85864	.02334	23,309.38	250.91	.67655
70.96	11,159,222.34	1.61117	.02270	13,446,963.85	2,064.14	1.50523
22.81	153,551.59	.62104	.02722	179,561.22	798.05	.65462
27.31	479,987.41	.51588	.01889	591,937.63	1,060.00	.69800
45.63	415,480.51	.84931	.01861	486,101.33	1,258.51	.55701
20.21	7,014.18	.43713	.02162	7,014.18	99.83	.33411
43.62	1,003,377.16	.79601	.01823	1,214,246.50	1,207.98	.95070
21.56	9,422.06	.41857	.01949	10,841.38	323.62	.42485
79.83	2,681,221.84	1.66847	.02090	3,032,385.85	1,316.19	1.07428
37.61	172,623.72	.75107	.01997	194,317.30	993.59	1.66536
35.00	1,932.10	.70004	.02000	.....	.....	.....
100.80	18,133,238.52	2.30108	.02283	20,665,585.16	3,668.45	2.08445
52.88	1,538,310.55	.95319	.01803	1,909,646.07	1,867.19	1.00402
24.21	153,963.74	.46411	.01917	190,078.36	701.40	.56772
*45.97	\$108,134,014.79	*\$0.94569	*\$0.02039	\$131,583,668.12	*\$1,479.45	*\$1.03231

TABLE XXa.

AVERAGE AMOUNT RECEIVED FROM EACH PASSENGER CARRIED ON RESPECTIVE ROADS, FOR ENTIRE LINES, FOR TEN YEARS.

NAME OF RAILROAD	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908
Minnesota & Manitoba Railroad Co.	\$1.33	\$0.88		\$1.03	\$0.80		\$1.54	\$2.11	\$2.44	\$1.89
Canadian Northern Railway Co.	.90	.91	\$0.89	.90	1.01	\$1.05	1.08	1.06	1.08	.99
Chicago, Burlington & Quincy Railroad Co.	.88	.89	.89	.97	.87	.85	.83	1.63	1.83	1.43
Chicago, Great Western Railway Co.	.53	.55	.57	.59	.60	.61	.62	.99	.99	.83
Chicago, Milwaukee & St. Paul Railway Co.	1.17	1.20	1.22	1.24	1.19	1.20	1.15	1.16	1.18	.60
Chicago & North-Western Railway Co.					.99	.94	.96	.97	1.01	.94
Chicago, St. Paul, Minneapolis & Omaha Railway Co.					1.08	.99	1.00	1.01	1.02	.85
Dubuque & Sioux City Railway Co. (Illinois Central)	1.13	1.10	1.14	1.08	1.00	.95	.95	.92	.81	.55
Duluth & Iron Range Railroad Co.	1.14	1.37	1.19	1.05	1.05	1.14	1.06	1.06	1.04	.79
Duluth, Missabe & Northern Railway Co.			.38	1.20	.60	.75	.68	.82	.83	.70
Duluth & Northern Minnesota Railway Co.				.45				.90	.92	.59
Duluth & Northeastern Railway Co.						1.47	1.50	1.50	1.55	1.42
Duluth, South Shore & Atlantic Railway Co.							1.00	1.11	1.07	.86
Duluth, Terminal Railway Co.							†			
Duluth, Rainy Lake & Winnipeg Railway Co.							†			
Duluth Belt Line.										
Eastern Railway of Minnesota.										
Great Northern Railway Co.	1.87	1.93	1.82	1.60	1.82	1.79	1.74	*	1.87	1.61
Green Bay & Western Railroad Co.						.60	.60	.65	.59	.62
Iowa Central Railway Co.				.66	.68	.21	.75	.69	.69	.52
Mason City & Fort Dodge Railroad Co.						.59	.73	1.10	1.16	.85
Minneapolis & Rainy River Railway Co.							.63	.57	.73	.44
Minneapolis, Red Lake & Manitoba Railway Co.									.58	.42
Minneapolis Eastern Railway Co.	.75	.80	.82	.91	.84	.75	†	.81	.88	.80
Minneapolis & St. Louis Railroad Co.	1.75	1.88	1.83	2.08	2.12	1.96	1.93	2.07	1.99	1.66
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.							†			
Minneapolis Western Railway Co.							†			
Minnesota Transfer Railway Co.										
Minnesota & Great Northern Railway Co.						.86	.89	.92	.91	.75
Minnesota & International Railway Co.				.98	1.08	1.11	1.11	.95	.93	.70
Minnesota & North Wisconsin Railroad Co.					1.05	2.09	2.12	2.33	2.35	2.30
Northern Pacific Railway Co.	2.52	2.56	2.13	2.12	2.07		*			
Park Rapids & Leech Lake Railway Co.							*			
Railway Transfer of Minneapolis.							*			
St. Paul, Minneapolis & Manitoba Railway Co.	1.13	1.14	1.17	1.20	1.17	1.09	1.06	1.12	1.00	
Willmar & Sioux Falls Railway Co.			1.15	1.25	1.15	1.16	†	1.15	1.07	.95
Winona Bridge Co.	1.06	1.10	†	1.14	1.15	.55	†	1.52	1.07	.88
Wisconsin Central Railway Co.	.65	†		.51	.55					
Wisconsin, Minnesota & Pacific Railroad Co.										

*See Great Northern Railway Report.

†Switching roads only.

‡Not shown.

TABLE XXb.

AVERAGE RECEIPT PER PASSENGER PER MILE FOR ENTIRE LINES FOR TEN YEARS, AS FOLLOWS:

NAME OF RAILROAD.	1899 Cents	1900 Cents	1901 Cents	1902 Cents	1903 Cents	1904 Cents	1905 Cents	1906 Cents	1907 Cents	1908 Cents
Minnesota & Manitoba Railroad Co.										
Canadian Northern Railway Co.	2 12	2 17	2 16	2 13	2 38	2 12	2 59	2 52	2 84	2 35
Chicago, Burlington & Quincy Railroad Co.	2 00	2 03	2 01	2 05	2 08	2 05	1 95	2 04	2 07	1 85
Chicago, Great Western Railway Co.	2 33	2 35	2 32	2 32	2 30	2 30	2 04	1 97	2 04	1 84
Chicago, Milwaukee & St. Paul Railway Co.	1 95	2 00	2 02	2 02	2 02	2 02	2 24	2 05	2 20	1 92
Chicago & North-Western Railway Co.	2 30	2 40	2 38	2 34	2 29	2 35	2 33	2 36	2 27	1 81
Chicago, St. Paul, Minneapolis & Omaha Railway Co.					2 16	2 16	2 14	2 11	2 23	1 98
Chicago, Rock Island & Pacific Railway Company				2 34	2 31	2 21	2 00	2 23	2 20	1 87
Dubuque & Sioux City Railway Co. (Illinois Central)				2 81	2 87	2 65	2 67	2 60	2 56	1 91
Duluth & Iron Range Railroad Co.	3 00	2 89	2 89	3 00	3 00	2 99	2 83	2 92	2 84	1 91
Duluth & Northern Minnesota Railway Co.				3 02	2 81	2 63	2 59	2 66	2 50	1 99
Duluth & Northeastern Railway Company						*	2 67	2 69	2 66	2 52
Duluth, Missabe & Northern Railway Co.	3 14	3 38	3 11				5 08	5 13	4 35	2 33
Duluth, South Shore & Atlantic Railway Co.										
Duluth, Rainy Lake & Winnipeg Railway Co.										
Duluth Belt Line										
Eastern Railway of Minnesota										
Great Northern Railway Co.	2 12	2 32	2 22	2 29	2 30	2 35	2 36	2 33	2 35	2 27
Iowa Central Railway Co.						2 47	2 46	2 64	2 48	2 72
Mason City & Fort Dodge Railroad Co.				2 24	2 36	1 74	2 03	2 19	2 24	1 89
Minneapolis & Rainy River Railway Co.						2 52	2 36	2 19	2 00	1 86
Minneapolis, Red Lake & Manitoba Railway Co.							3 00		3 03	2 16
Minneapolis Eastern Railway Co.									2 58	1 95
Minneapolis & St. Louis Railroad Co.	1 98	2 02	2 02	2 07	2 03	1 94	1 89	1 97	1 92	1 82
Minneapolis, St. Paul & Sault Ste Marie Railway Co.	1 88	2 19	2 22	2 17	2 23	2 27	2 28	2 19	2 28	2 09
Minneapolis Western Railway Co.										
Minnesota Transfer Railway Co.										
Minnesota & Great Northern Railway Co.										
Minnesota & International Railway Co.										
Minnesota & North Wisconsin Railroad Co.										
Northern Pacific Railway Co.	2 28	2 35	2 27	2 19	2 15	2 20	2 80	2 87	2 62	1 99
Park Rapids & Leech Lake Railway Co.							3 00	3 01	2 93	2 00
Railway Transfer of Minneapolis							2 23	2 09	2 26	2 28
St. Paul, Minneapolis & Manitoba Railway Co.							+	+	+	+
St. Paul, Minneapolis & Northern Pacific Railway Co.							+	+	+	+
Willmar & Sioux Falls Railway Co.	3 25	3 03	2 88	2 79	2 63	2 59	2 80	2 63	2 60	2 60
Winona Bridge Co.					22 41	2 07				
Wisconsin Central Railway Co.	2 02	2 03	2 08	2 08	2 05	2 07	2 00	2 02	2 00	1 80
Wisconsin, Minnesota & Pacific Railroad Co.	2 63	+	+	2 65	2 57	2 56	2 49	2 12	2 22	1 92

See Great Northern Railway Report.

+Switching roads only.

*Not shown.

TABLE XXC.
TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINES, JUNE 30, 1908—FREIGHT TRAFFIC

NAME OF RAILROAD	Number of Tons Carried of Freight Earning Revenue	Number of Tons Carried One Mile	Number of Tons Carried One Mile Per Ton of Freight Hauled of One Ton	Average Distance Traveled Per Ton of Freight	Total Freight Revenue	Average Amount Received For Each Ton of Freight	Average Receipts Per Ton of Freight	Freight Revenue Per Mile of Road	Freight Revenue Per Train Mile
Minnesota & Manitoba Railway Co.	2,615,580	975,287,887	305,404	334.64	\$6,824,782.98	\$2,609.28	\$, 007.79	\$2,381.29	\$2,717.95
Canadian Northern Railway Co.	30,600,322	4,837,041,063	633,880	138.00	41,949,624.54	1,370.89	008.76	5,497.38	2,266.88
Chicago & Northwestern Railway Co.	24,679,301	6,604,653,566	735,708	267.62	52,568,751.78	1,730.08	007.06	5,855.77	3,038.47
Chicago Great Western Railway Co.	3,183,444	844,216,283	103,133	267.71	5,447,958.03	1,727.62	006.45	6,657.17	1,931.89
Chicago, Milwaukee & St. Paul Ry. Co.	26,198,863	4,890,486,243	604,133	190.17	40,436,871.64	1,543.81	008.12	5,390.80	2,220.78
Chicago, Rock Island & Pacific Railway Co.	13,504,031	3,776,835,968	514,433	243.60	35,190,831.57	2,269.70	008.32	4,765.50	2,380.66
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	6,624,890	928,687,279	538,273	140.17	8,294,690.33	1,252.06	008.76	4,807.90	2,077.51
Dubuque & Sioux City Railroad (Ill. Central)	2,519,178	505,698,249	605,497	200.74	3,419,590.27	1,357.42	006.76	4,500.17	1,844.36
Dubuque & Iron Range Railroad Co.	8,315,965	554,234,462	247,309	66.65	5,854,676.41	704.03	012.63	25,533.94	6,246.78
Duluth & Northeastern Railroad Co.	197,240	6,668,865	132,364	33.81	84,226.73	427.03	012.63	1,545.44	1,223.95
Duluth & Northern Minnesota Railway Co.	1,094,678	41,397,704	432,859	38.00	371,214.11	339.10	008.92	3,862.79	1,929.38
Duluth Belt Line	12,587,462	957,744,080	3,712,762	76.48	9,004,910.84	7,153.88	009.40	34,908.16	7,895.40
Duluth, Missabe & Northern Railway Co.	2,943,982	180,751,208	303,855	61.40	1,783,169.83	605.70	009.87	2,997.63	1,797.41
Duluth, South Shore & Atlantic Railway Co.	136,355	5,921,010	63,735	43.42	94,001.64	689.39	015.87	1,011.86	2,686.06
Duluth Terminal Railway Co.	19,232,228	5,132,087,084	757,787	266.84	40,046,393.85	2,082.25	007.80	6,147.21	3,989.14
Duluth, Rainy Lake & Winnipeg Railway Co.	381,152	35,077,969	155,900	92.03	399,233.37	1,047.44	011.38	1,774.37	1,388.96
Green Bay & Western Railway Co.	2,291,152	402,477,569	730,677	175.65	2,383,815.91	1,040.44	005.92	4,268.78	1,643.95
Iowa Central Railway Co.	961,772	144,707,423	379,256	149.90	1,264,910.93	1,315.19	008.77	3,274.85	2,565.57
Mason City & Ft. Dodge Railway Co.	483,231	12,024,618	177,092	34.88	2,239,120.59	494.84	019.88	3,403.94	3,892.02
Minneapolis & Rainy River Railroad Co.	2,284,457	240,435,168	239,194	105.25	2,555,133.28	1,118.49	010.63	2,541.94	2,506.25
Minneapolis & St. Louis Railroad Co.	49,959	785,359	23,444	15.72	26,253.75	525.50	033.42	783.62	1,056.06
Minneapolis Eastern Railway Co.	4,439,156	961,934,837	417,523	216.69	7,828,851.60	1,763.88	008.14	3,398.07	2,508.39
Minneapolis, Red Lake & Manitoba Railway Co.	847,782	48,052,206	245,703	74.18	473,275.30	739.07	009.83	2,414.87	2,837.21
Minneapolis Western Railway Co.	296,754	9,420,424	170,351	31.42	98,256.29	327.79	010.43	1,776.78	1,833.14
Minnesota & International Railway Co.	15,836,823	5,156,378,369	915,334	335.59	46,423,836.33	2,931.39	009.00	8,240.92	3,879.17
Minnesota & North Wisconsin Railway Co.	4,418,135	792,278,054	774,662	170.32	5,323,931.33	1,205.02	006.72	5,205.55	1,942.00
Northern Pacific Railway Co.	499,949	27,943,866	103,114	55.89	415,770.77	831.63	014.88	1,534.21	2,547.71
Northern Transfer of Minneapolis					158,474.20				
Winona Bridge Railway Co.									
Wisconsin Central Railway Co.									
Wisconsin, Minnesota & Pacific Railway Co.									
Average.	188,996,811	38,062,819,168	17,236,774	*142.06	\$318,951,568.20	\$*1,227.92	\$*, 010.67	\$*5,721.40	\$*2,627.07

* Average.

TABLE XXd.
AVERAGE AMOUNT RECEIVED FOR EACH-TON OF FREIGHT CARRIED ON RESPECTIVE ROADS, ENTIRE LINES, FOR TEN YEARS,
AS FOLLOWS:

NAME OF RAILROAD	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908
Minnesota & Manitoba Railroad Co.										
Canadian Northern Railway Co.										
Chicago, Burlington & Quincy Railroad Co.	\$1.04	\$1.72	\$2.03	\$2.09	\$2.19	\$2.21	\$2.24	\$2.51	\$3.15	\$2.61
Chicago Great Western Railway Co.	2.61	2.17	1.74	2.01	2.03	2.05	2.12	2.18	2.23	2.13
Chicago, Milwaukee & St. Paul Railway Co.	1.81	1.76	1.69	1.69	1.63	1.65	1.81	1.82	1.73	1.73
Chicago & North-Western Railway Co.	1.34	1.26	1.26	1.56	1.18	1.32	1.54	1.53	1.54	1.54
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	1.65	1.55	1.55	1.56	1.48	1.42	1.26	1.28	1.31	1.37
Chicago, Rock Island & Pacific Railway Co.					2.34	2.28	2.13	2.36	1.28	1.25
Dubuque & Sioux City Railway Co. (Illinois Central)				1.58	1.45	1.41	2.13	2.21	2.26	2.27
Dubuque & Iron Range Railway Co.	.77	.75	.74	.73	1.45	1.41	1.40	1.40	1.36	1.35
Duluth & Northeastern Railway Co.					.73	.71	.41	.71	.35	.70
Duluth Belt Line.							+			.42
Duluth, Missabe & Northern Railway Co.										
Duluth & Northern Minnesota Railway Co.	.70	.72	.72	.73	.72	.71	.67	.72	.72	.71
Duluth, St. Cloud, Glencoe & Mankato Railway Co.		.32	.29	.31	.31	.32	.32	.35	.34	.34
Duluth, South Shore & Atlantic Railway Co.						.73			1.36	.61
Duluth Terminal Railway Co.							.59	.58	.62	
Duluth, Rainy Lake & Winnipeg Railway Co.							+			
Eastern Railway of Minnesota.							+	.46	.58	.68
Great Northern Railway Co.	3.20	3.22	3.39	2.71	2.01	2.29	2.00	2.16	2.04	2.08
Green Bay & Western Railroad Co.							1.25	1.40	1.19	1.04
Iowa Central Railway Co.							.98	1.02	1.05	1.04
Mason City & Fort Dodge Railroad Co.				1.06	1.06	1.26	1.44	1.41	1.40	1.31
Minneapolis & Rainy River Railway Co.							.53	.35	.45	.49
Minneapolis, Red Lake & Manitoba Railway Co.							+			.52
Minneapolis, Eastern Railway Co.							+			
Minneapolis & St. Louis Railroad Co.	1.21	1.32	1.37	1.30	1.21	1.13	1.03	1.08	1.09	1.12
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	1.24	1.28	1.11	1.41	1.53	1.43	1.63	1.73	1.92	1.76
Minnesota Transfer Railway Co.							+			
Minnesota & Great Northern Railway Co.							+			
Minneapolis Western Railway Company.							+			
Minnesota & International Railway Co.				.33	.44	.47		.59	.67	.73
Minnesota & North Wisconsin Railroad Co.			.73	1.39	.38	.34	.42	.40	.37	.33
Northern Pacific Railway Co.	3.29	3.06	2.62	2.68	2.55	2.44	2.78	2.82	2.85	2.93
Park Rapids & Leech Lake Railway Co.							+			
Railway Transfer of Minnesota.							+			
St. Paul, Minneapolis & Manitoba Railway Co.								.16		
Split Rock & Northern Railway Co.										
Willmar & Sioux Falls Railway Co.	1.65	1.77	1.89	1.86	1.83	1.85	1.93	1.85	1.68	
Winona Bridge Co.										
Wisconsin Central Railway Co.	1.03	1.05	1.13	1.13	1.16	1.21	1.17	1.22	1.28	1.20
Wisconsin, Minnesota & Pacific Railroad Co.	.81			2.09	.90	.81	1.00	.99	.95	.83

*See Great Northern Railway Report.

†Switching roads only.

‡Not shown.

TABLE XXe.

FREIGHT STATISTICS.

AVERAGE RECEIPTS PER TON OF FREIGHT PER MILE CARRIED ON RESPECTIVE ROADS FOR ENTIRE LINES, FOR TEN YEARS,
AS FOLLOWS:

NAME OF RAILROAD.	1899 Cents	1900 Cents	1901 Cents	1902 Cents	1903 Cents	1904 Cents	1905 Cents	1906 Cents	1907 Cents	1908 Cents
Minnesota & Manitoba Railroad Co.					644		793	810	873	779
Canadian Northern Railway Co.	668	877	862	893	864	858	835	804	787	796
Chicago, Burlington & Quincy Railway Co.		720	637	689	740	722	704	699	656	645
Chicago, Great Western Railway Co.	937	930	861	840	865	891	952	862	856	812
Chicago, Milwaukee & St. Paul Railway Co.	878	833	863	824	889	917	915	888	904	867
Chicago & Northwestern Railway Co.	960	972	957	967	932	916	931	931	854	893
Chicago, St. Paul, Minneapolis & Omaha Railway Co.					1,013	944	931	930	953	932
Chicago, Rock Island & Pacific Railway Co.				898	797	749	735	721	708	676
Dubuque & Sioux City Railroad Co.					1,041	1,078	1,065	1,076	1,033	1,056
Dubuque & Sioux City Railroad Co. (Illinois Central)	1,076	1,058	1,031	1,041	1,046		†			
Duluth & Iron Range Railroad Co.							931	1,097	959	1,263
Duluth Belt Line.							949	939	926	940
Duluth & Northeastern Railroad Co.	967	959	974	987	1,004	1,006	1,195	1,260	1,315	892
Duluth, Missabe & Northern Railway Co.		3,333	2,328	2,082	1,613	1,212	939	850	851	987
Duluth & Northern Minnesota Railway Co.						1,010	†			
Duluth, South Shore & Atlantic Railway Co.							1,829	2,206	2,303	1,587
Duluth Terminal Railway Co.							†		5,977	
Duluth, Rainy Lake & Winnipeg Railway Co.							1,829	2,206		
Duluth, St. Cloud, Glenocoe & Mankato Railway Co.							1,829	2,206		
Eastern Railway of Minnesota.							1,829	2,206		
Great Northern Railway Co.	980	966	925	915	850	889	783	778	755	790
Green Bay & Western Railroad Co.							1,138	1,305	1,216	1,138
Iowa Central Railway Co.							598	591	628	562
Mason City & Fort Dodge Railroad Co.							1,100	946	968	877
Minneapolis & Ramsey River Railway Co.							†			
Minneapolis, Red Lake & Manitoba Railway Co.							†			
Minneapolis Eastern Railway Co.							†			
Minneapolis & St. Louis Railroad Co.							†			
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	1,190	1,212	1,145	1,235	1,238	1,217	1,098	1,153	1,123	1,063
Minnesota Transfer Railway Co.	579	658	617	739	745	735	724	781	820	814
Minnesota & Great Northern Railway Co.							†			
Minnesota Western Railway Co.							†			
Minneapolis International Railway Co.							†			
Minneapolis & North Wisconsin Railroad Co.		1,334	1,469	410	529	581	617	778	903	983
Northern Pacific Railway Co.		988	944	900	858	880	1,229	1,168	1,083	1,043
Park Rapids & Leech Lake Railway Co.							832	828	866	900
Railway Transfer of Minneapolis.							†			
St. Paul, Minneapolis & Manitoba Railway Co.							†			
Split Rock & Northern Railway Co.							†			
Willmar & Sioux Falls Railway Co.	152	1,574	1,517	1,507	1,535	1,409	8,596	8,234		
Wisconsin Central Railway Co.	732	731	736	709	682	643	1,341	1,228	1,091	
Wisconsin, Minnesota & Pacific Railroad Co.	2,010			1,200	2,223	1,982	868	661	693	672
							1,668	1,868	1,731	1,488

*Due Great Northern Railway Report.
†Switching roads only. ‡Not shown.

TABLE XXV.
TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINES, JUNE 30, 1908—TOTAL TRAFFIC STATISTICS.

NAME OF RAILROAD	Operating Revenues	Operating Re-venues per mile of Road	Operating Re-venues per train mile	Operating Expenses	Operating Expenses per mile of Road	Operating Expenses per train mile	Net Operating Revenue or Deficit	Net Operating Revenue or Deficit per mile of Road
Minnesota & Manitoba Ry. Co.	\$9,709,462.71	\$3,387.81	\$2,201.75	\$6,527,768.73	\$2,277.66	\$1,480.25	\$3,181,693.98	\$1,110.15
Canadian Northern Ry. Co.	63,219,344.19	1,812.87	1,812.87	41,641,313.63	5,456.98	1,194.10	21,578,030.56	2,627.74
Chicago & Northwestern Ry. Co.	77,748,161.52	8,680.58	2,386.74	55,288,407.48	6,156.50	1,096.65	22,479,754.04	2,604.08
Chicago, Burlington & Quincy R. R. Co.	7,376,079.60	9,745.20	1,512.74	6,762,724.86	8,263.75	1,282.78	1,212,354.74	1,481.45
Chicago Great Western Ry. Co.	56,832,620.50	7,591.79	1,886.18	37,163,368.43	4,955.65	1,231.22	19,709,252.07	2,636.17
Chicago, Milwaukee & St. Paul Ry. Co.	12,865,693.93	7,457.42	1,804.68	8,552,489.67	5,370.05	1,314.20	14,948,997.49	2,024.37
Chicago, Rock Island & Pacific Ry. Co.	12,865,693.93	7,457.42	1,804.68	8,552,489.67	5,370.05	1,314.20	14,948,997.49	2,024.37
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	12,865,693.93	7,457.42	1,804.68	8,552,489.67	5,370.05	1,314.20	14,948,997.49	2,024.37
Dubuque & Sioux City (Iunols Central) R. R. Co.	6,207,598.03	7,232.72	1,640.98	3,823,235.94	5,031.37	1,141.63	1,672,762.09	2,201.35
Duluth & Iron Range R. R. Co.	95,960.14	27,072.74	5,268.85	2,996,992.81	11,758.00	2,289.00	3,510,516.67	15,310.38
Duluth & Northeastern R. R. Co.	437,484.09	1,760.74	1,393.59	96,294.20	1,743.51	1,383.94	2,662.38	48.85
Duluth & Northern Minnesota Ry. Co.	9,365,249.01	36,305.04	6,953.34	3,524,744.28	13,663.91	2,617.74	5,840,504.73	22,641.13
Duluth, Missabe & Northern Ry. Co.	2,921,916.02	4,911.94	1,540.16	2,206,214.69	3,708.80	1,162.91	715,701.33	1,203.14
Duluth, South Shore & Atlantic Ry. Co.	119,236.41	1,284.46	1,748.27	97,480.40	1,049.19	1,423.17	21,857.01	235.27
Duluth Terminal Ry. Co.	54,069,538.74	8,289.79	2,374.57	35,867,600.24	5,565.76	1,373.31	18,201,938.50	2,794.03
Duluth, Rainy Lake & Winnipeg Ry. Co.	601,429.04	2,673.01	1,411.53	417,785.72	1,856.32	1,386.63	183,643.32	816.19
Great Northern Ry. Co.	3,002,475.25	5,376.64	1,425.74	2,128,988.37	3,311.43	1,010.96	873,486.88	1,664.18
Iowa Central Ry. Co.	1,796,144.10	4,650.21	1,252.51	1,201,791.67	2,587.59	838.05	594,352.43	1,538.78
Mason City & Ft. Dodge Ry. Co.	246,135.71	3,866.76	1,723.35	2,648,918.92	2,685.24	1,192.99	1,177,597.15	1,711.52
Minneapolis & Rainy River Ry. Co.	3,826,616.07	44,444.95	1,474.41	33,804.09	21,574.70	1,293.54	35,843.39	22,870.25
Minneapolis & St. Louis R. R. Co.	38,530.98	1,150.17	1,967.50	7,081,117.29	3,073.52	1,264.92	3,933,097.64	1,707.14
Minneapolis Eastern Ry. Co.	50,222.80	4,780.66	2,482.03	424,577.65	2,170.72	1,552.48	254,188.91	1,289.73
Minneapolis, Red Lake & Manitoba Ry. Co.	11,014,214.33	3,470.66	1,890.97	87,258.03	1,677.90	1,627.94	14,050.11	254.97
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	678,716.56	1,831.97	1,890.97	39,865,033.30	7,076.64	1,894.64	28,370,450.87	5,036.18
Minnesota & International Ry. Co.	101,308.14	1,831.97	1,890.97	39,865,033.30	7,076.64	1,894.64	28,370,450.87	5,036.18
Minnesota & North Wisconsin Ry. Co.	68,235,484.17	12,112.82	3,242.98	52,338.69	9,356.66	1,894.64	76,135.51	8,651.77
Northern Pacific Ry. Co.	158,474.20	18,008.43	3,242.98	52,338.69	9,356.66	1,894.64	76,135.51	8,651.77
Railway Transfer Ry. Co.	7,307,311.35	7,144.84	1,586.00	5,130,643.09	5,016.57	1,205.99	2,176,668.26	2,128.97
Winona Bridge Ry. Co.	619,082.68	2,284.44	1,241.85	460,768.67	1,700.22	934.26	158,323.91	584.22
Wisconsin Central Ry. Co.								
Wisconsin, Minnesota & Pacific Ry. Co.								
	\$459,443,506.32	\$3,387.25	\$2,249.91	\$303,967,861.59	\$45,166.93	\$1,461.95	\$155,459,144.62	\$43,764.12

*Average.

TABLE XX&.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES, JUNE 30, 1908.—TOTAL TRAFFIC STATISTICS.

NAME OF RAILROAD.	Average Number of Passengers Per Car Mile.	Average Number of Passengers Per Train Mile.	Average Number of Passenger Cars Per Train Mile.	Average Number of Tons of Freight Per Loaded car.	Average Number of Tons of Freight Per Train Mile.	Average Number of Freight Cars Per Train Mile.	Average Number of Loaded Cars Per Train Mile.	Average Number of Empty Cars Per Train Mile.	Average Mileage Operated During Year.
Minnesota & Manitoba Railway Co.	9.00	39.00	4.60	19.96	303.20	20.75	15.19	5.56	2,866.00
Canadian Northern Railway Co.	10.00	48.00	4.78	14.84	261.38	25.68	17.61	8.07	7,630.84
Chicago & North-Western Railway Co.	11.00	61.00	5.54	17.54	384.26	31.99	21.91	9.16	8,977.25
Chicago, Burlington & Quincy Railroad Co.	8.00	42.00	5.20	15.68	285.96	26.47	18.44	7.28	8,188.36
Chicago, Milwaukee & St. Paul Railway Co.	9.00	46.00	5.17	14.84	273.59	25.52	18.24	7.08	7,499.23
Chicago, Rock Island & Pacific Railway Co.	10.00	52.00	5.02	15.18	255.50	24.86	16.83	6.07	7,384.50
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	10.00	50.00	5.11	15.73	232.59	20.89	14.79	7.10	1,725.22
Dubuque & Sioux City Railroad (Illinois Central)	10.00	45.00	4.63	17.22	272.75	25.06	18.54	8.18	1,759.88
Duluth & Iron Range Railroad Co.	14.00	52.00	3.76	38.46	591.38	30.54	15.38	14.03	229.29
Duluth & Northeastern Railroad Co.	16.00	14.00	1.00	23.18	96.91	9.32	4.18	4.13	54.50
Duluth & Northern Minnesota Railway Co.	39.00	78.00	2.00	25.16	210.52	17.86	8.36	8.55	96.10
Duluth Belt Line.	16.00	64.00	3.86	43.77	839.73	37.03	19.18	16.88	257.96
Duluth, Missabe & Northern Railway Co.	10.00	42.00	4.22	17.28	182.19	16.81	10.54	5.28	594.86
Duluth, Southern & Atlantic Railway Co.	9.00	27.00	3.07	7.20	169.19	48.01	23.48	23.48	92.90
Duluth, Terminal Railway Co.	9.00	55.00	5.53	20.49	511.22	33.45	24.95	7.57	6,514.56
Great Northern Railway Co.	8.00	21.00	2.90	14.80	122.03	11.06	8.25	2.29	225.00
Green Bay & Western Railway Co.	19.00	30.00	3.13	21.66	277.54	19.22	12.82	5.54	558.43
Iowa Central Railway Co.	7.00	26.00	3.46	16.54	257.20	22.66	15.55	6.13	386.25
Mason City & Fort Dodge Railway Co.	15.00	15.00	4.11	15.04	195.72	21.02	15.70	4.40	70.26
Minneapolis & Rainy River Railway Co.	10.00	43.00	4.11	15.04	188.25	21.02	15.70	4.40	1,005.19
Minneapolis & St. Louis Railroad Co.	11.00	22.00	2.00	12.34	31.59	4.95	2.55	2.26	1.13
Minneapolis Eastern Railway Co.	9.00	45.00	4.99	15.44	307.96	26.44	19.94	5.61	2,303.91
Minneapolis, Red Lake & Manitoba Railway Co.	15.00	74.00	4.80	19.72	288.68	25.01	14.64	9.37	195.57
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	15.00	74.00	4.80	19.72	175.75	18.44	8.88	8.56	35.30
Minneapolis Western Railway Co.	13.00	80.00	6.15	18.86	430.87	29.21	22.84	6.43	5,633.33
Minnesota & North Wisconsin Railway Co.	13.00	80.00	6.15	18.86	430.87	29.21	22.84	6.43	5,633.33
Minnesota Transfer Railway Co.	13.00	80.00	6.15	18.86	430.87	29.21	22.84	6.43	5,633.33
Northern Pacific Railway Co.	13.00	80.00	6.15	18.86	430.87	29.21	22.84	6.43	5,633.33
Railway Transfer of Minneapolis.	13.00	80.00	6.15	18.86	430.87	29.21	22.84	6.43	5,633.33
Winona Bridge Railway Co.	9.00	45.00	5.15	18.75	289.04	23.77	16.60	7.17	1,022.74
Wisconsin Central Railway Co.	9.00	24.00	2.66	18.44	170.89	13.05	9.27	2.87	271.00
Wisconsin, Minnesota & Pacific Railway Co.	9.00	24.00	2.66	18.44	170.89	13.05	9.27	2.87	271.00
Total.....	*11.64	*43.84	*4.11	*19.15	*281.69	*23.42	*15.18	*7.62	*2,045.11

* Average.

TABLE XXh.
TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINES, JUNE 30, 1908—LOCOMOTIVE MILEAGE, REVENUE SERVICE.

NAME OF RAILROAD	Freight Locomotive Miles	Passenger Locomotive Miles	Mixed Locomotive Miles	Special Locomotive Miles	Switching Locomotive Miles	Total in Revenue Service	Non- Revenue Service Locomotive Miles
Minnesota & Manitoba Ry. Co.	2,514,853	1,518,806	375,879	4,815	567,151	4,981,503	238,825
Canadian Northern Ry. Co.	18,773,254	16,906,103	1,488,491	28,194	8,978,159	46,174,201	1,554,810
Chicago & Northwestern Ry. Co.	17,742,510	15,700,139	1,219,351	23,913	8,226,070	42,911,983	1,997,810
Chicago, Burlington & Quincy R. R. Co.	3,247,943	2,490,653	1,153,973	17,881	837,625	39,878,199	100,349
Chicago Great Western Ry. Co.	19,284,101	12,203,132	1,561,776	30,026	7,237,423	39,894,510	1,895,220
Chicago, Milwaukee & St. Paul Ry. Co.	14,817,644	15,617,776	657,831	4,320	5,733,977	36,887,254	927,937
Chicago, Rock Island & Pacific Ry. Co.	3,753,383	3,192,064	595,494	4,320	1,500,362	9,046,523	219,558
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,891,192	1,532,490	13,188	2,386	459,134	3,898,390	37,285
Dubuque & Sioux City (Illinois Central) R. R. Co.	949,748	240,823	25,070	1,435	604,792	1,821,368	134,896
Duluth & Iron Range R. R. Co.	42,684	26,131	26,131	42	26,600	95,457	16,165
Duluth & Northeastern R. R. Co.	192,400	10,400	5,200	800	.....	208,300	6,400
Duluth & Northern Minnesota Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Duluth Belt Line.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Missabe & Northern Ry. Co.	1,123,608	216,174	40,443	9,931	455,602	1,845,759	124,841
Duluth, South Shore & Atlantic Ry. Co.	1,105,515	897,732	12,678	1,968	361,670	2,379,563	63,745
Duluth, Terminal Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Ry. Co.	37,139	34,946	1,274	298	11,672	85,329	.....
Great Northern Ry. Co.	9,970,478	8,393,545	821,941	17,367	3,454,205	22,656,436	1,636,137
Green Bay & Western Ry. Co.	156,231	138,650	135,648	.....	43,384	473,916	10,380
Iowa Central Ry. Co.	1,826,799	666,031	190,389	.....	253,237	2,926,456	27,851
Mason City & Ft. Dodge Ry. Co.	614,139	885,139	.....	795	106,159	1,606,232	7,968
Minneapolis & Rainy River Ry. Co.	40,448	30,993	.....	.....	61,439	.....	21,156
Minneapolis & St. Louis R. R. Co.	1,008,445	1,217,014	62,018	854	313,962	2,602,233	101,449
Minneapolis Eastern Ry. Co.	.....	.....	.....	.....	25,020	.....	.....
Minneapolis, Red Lake & Manitoba Ry. Co.	3,889	1,206	30,971	67	2,958	29,091	800
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	2,845,257	2,473,955	387,296	14,226	488,231	6,208,965	234,427
Minneapolis Western Ry. Co.	.....	.....	.....	.....	.....	.....	.....
Minnesota & International Ry. Co.	179,478	119,016	12,361	400	39,497	350,752	46,285
Minnesota & North Wisconsin Ry. Co.	54,131	.....	.....	.....	16,854	70,985	1,116
Minnesota Transfer Ry. Co.	13,202,582	9,570,037	858,199	10,740	4,631,418	28,272,976	.....
Northern Pacific Ry. Co.	.....	.....	.....	.....	106,290	106,290	.....
Railway Transfer of Minneapolis.	.....	.....	.....	.....	.....	.....	.....
Winona Bridge Ry. Co.	2,784,954	1,837,058	64,939	407	960,941	5,648,299	142,691
Wisconsin Central Ry. Co.	168,511	335,961	.....	194	18,072	522,738	14,908
Wisconsin, Minnesota & Pacific Ry. Co.	.....	.....	.....	.....	.....	.....	.....
	118,329,317	96,217,849	8,189,758	172,937	45,460,466	268,370,327	9,125,009

TABLE XXI.

TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINES, JUNE 30, 1908—CAR MILEAGE, REVENUE SERVICE.

NAME OF RAILROAD	Freight Car Miles				Passenger Car Miles			
	Loaded	Empty	Caboose	Total	Passenger	Sleeping Parlor and Observation	Other Passenger Cars	Total
Minnesota & Manitoba Ry. Co.	43,837,190	13,235,973	2,842,575	59,915,538	4,330,649	1,076,964	3,309,262	8,716,876
Canadian Northern Ry. Co.	325,591,727	132,301,764	17,113,570	475,007,061	41,995,283	14,205,552	29,118,424	85,319,259
Chicago & Northwestern Ry. Co.	376,593,620	157,460,380	15,845,242	549,899,142	40,579,655	20,823,444	30,439,559	91,842,653
Chicago, Burlington & Quincy R. R. Co.	53,885,001	21,500,242	2,788,161	78,143,404	5,376,361	3,638,559	3,715,859	12,730,779
Chicago Great Western Ry. Co.	335,654,877	128,917,870	16,515,737	481,088,484	31,393,967	11,373,542	26,265,286	69,033,795
Chicago, Milwaukee & St. Paul Ry. Co.	248,841,483	104,494,777	14,131,877	367,468,137	39,760,676	19,367,056	22,272,051	80,399,783
Chicago, Rock Island & St. Pacific Ry. Co.	59,395,207	20,998,299	3,375,115	83,408,621	9,665,645	3,684,535	5,650,801	19,030,981
Dubuque, St. Paul, Minneapolis & Omaha Ry. Co.	29,366,396	15,160,492	1,928,597	46,455,485	3,653,823	1,304,213	2,014,005	6,972,041
Dubuque & Sioux City (Illinois Central) R. R. Co.	14,410,235	13,145,807	1,065,287	28,621,319	731,655	134,339	130,940	996,934
Duluth & Iron Range R. R. Co.	14,237,730	284,018	69,706	14,591,454	23,400			23,400
Duluth & Northeastern R. R. Co.	1,652,734	1,690,200	187,200	3,530,134	31,200			31,200
Duluth & Northern Minnesota Ry. Co.	21,878,297	19,258,992	1,101,570	42,238,859	676,838	121,057	140,804	938,759
Duluth, Missabe & Northern Ry. Co.	10,493,976	5,235,785	986,822	16,681,533	1,673,585	819,967	1,473,080	3,871,632
Duluth, South Shore & Atlantic Ry. Co.								
Duluth Terminal Ry. Co.	821,800	821,690	36,810	1,680,300	102,706	3,315		106,020
Duluth, Rainy Lake & Winnipeg Ry. Co.	250,420,538	75,960,538	9,402,852	335,782,299	20,044,607	10,874,032	18,518,096	49,436,735
Great Northern Ry. Co.	2,370,043	657,805	150,817	3,178,665	494,614		802,292	796,906
Green Bay & Western Ry. Co.	18,592,874	8,041,534	1,244,147	27,868,557	1,719,092	175,028	757,390	2,651,510
Iowa Central Ry. Co.	8,715,137	3,494,219	553,067	12,702,473	1,409,498	659,385	948,608	3,017,491
Mason City & Ft. Dodge Ry. Co.	15,936,289	4,476,943	933,211	21,396,443	2,339,908	804,841	1,501,968	5,245,612
Minneapolis & Rainy River Ry. Co.								
Minneapolis & St. Louis R. R. Co.								
Minneapolis Eastern Ry. Co.	63,610	56,325		123,107	44,354			44,354
Minneapolis, Red Lake & Manitoba Ry. Co.	62,289,834	17,537,602	2,758,404	82,585,845	5,192,357	4,494,146	4,404,488	14,080,991
Minneapolis, Red Lake & Sault Ste. Marie Ry. Co.								
Minneapolis Western Ry. Co.	2,437,267	1,559,567	166,800	4,163,629	441,697	1,515	116,616	559,838
Minnesota & International Ry. Co.	476,264	458,980	53,600	988,844				
Minnesota & North Wisconsin Ry. Co.								
Minnesota Transfer Ry. Co.	273,353,841	64,978,992	11,205,528	349,543,361	24,165,616	15,650,096	21,163,855	60,979,767
Northern Pacific Ry. Co.								
Northway Transfer of Minneapolis								
Winona Bridge Ry. Co.	45,519,082	16,832,945	2,779,777	65,151,804	4,544,184	2,015,210	3,221,420	9,792,814
Wisconsin Central Ry. Co.	1,515,212	468,769	149,576	2,133,546	608,990	56,748	226,471	892,109
Wisconsin, Minnesota & Pacific Ry. Co.								
	2,204,028,597	838,990,798	107,389,319	3,140,408,714	240,536,454	111,883,544	176,702,276	528,122,273

TABLE XXJ.
TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINE, JUNE 30, 1908.—CAR MILEAGE REVENUE SERVICE—SPECIAL CAR MILES.

NAME OF RAILROAD	Freight Loaded.	Freight Empty.	Caboose.	Passenger.	Sleeping Parlor and Observation.	Other Passenger Cars.	Total.	Total in Revenue Service.	Nonrevenue Service Car Miles.
Minnesota & Manitoba Railway Co.	48,371		4,107	14,216		418	67,112	68,699,825	3,105,046
Canadian Northern Railway Co.	353,012		19,739	5,579	350	952	379,632	560,705,952	11,566,148
Chicago & North Western Railway Co.	219,571	38	15,723	55,502	10,780	6,274	307,888	642,049,626	11,896,626
Chicago, Burlington & Quincy Railroad Co.	33,796		1,140	6,239	9,364	1,144	51,633	90,925,868	641,257
Chicago, Great Western Railway Co.	30,150			34,908	57,918	10,008	85,603	550,807,882	16,705,920
Chicago, Milwaukee & St. Paul Railway Co.	163,024	61,092	14,985	41,453		17,858	356,330	448,224,250	8,817,537
Chicago, Rock Island & Pacific Railway Co.	31,365		4,307	5,334			75,672	102,515,274	2,437,141
Dubuque & Sioux City Railroad (Illinois Central)	39,851		2,386				47,571	53,475,097	336,518
Duluth & Iron Range Railroad Co.	3,720			1,210			4,930	29,623,183	6,290
Duluth & Northeastern Railroad Co.								664,854	46,400
Duluth & Northern Minnesota Railroad Co.							3,561,334		
Duluth Belt Line.									
Duluth, Missabe & Northern Railway Co.	2,340		186	15,341			17,867	43,195,525	955,859
Duluth, South Shore & Atlantic Railway Co.	5,828		376	2,132	997	1,192	10,525	20,563,740	181,665
Duluth, Terminal Railway Co.									
Duluth, Rainy Lake & Winnipeg Railway Co.									
Great Northern Railway Co.	136,851	1,621	298	16,608	21,616	8,963	197,302	385,426,336	21,236,071
Green Bay & Western Railway Co.			795	2,289	1,456	191	13,747	30,547,616	51,900
Iowa Central Railway Co.	*10,153						688	1,787,008	
Mason City & Ft. Dodge Railway Co.	9,016						27,229	3,975,571	
Minneapolis & Rainy River Railway Co.							15,733,711	15,733,711	74,353
Minneapolis & St. Louis Railroad Co.	*7,734						10,186	26,652,241	1,512,296
Minneapolis Eastern Railway Co.									
Minneapolis, Red Lake & Manitoba Railway Co.				67			67	167,528	8,000
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	34,150		1,618		14,560	4,480	54,808	96,731,644	1,305,003
Minneapolis Western Railway Co.	6,032		182				6,214	4,729,671	100,357
Minnesota & International Railway Co.								988,844	1,224
Minnesota & North Wisconsin Railway Co.									
Minnesota Transfer Railway Co.									
Northern Pacific Railway Co.	66,406	3,144	5,157	30,752	15,495	6,906	127,860	410,650,988	4,857,769
Railway Transfer of Minneapolis.									
Winona Bridge Railway Co.	5,831		753	4,283	2,181		13,058	74,957,676	
Wisconsin Central Railway Co.	6,300		194	1,131			7,625	3,033,280	215,992
Wisconsin, Minnesota & Pacific Railway Co.									
	1,253,501	65,895	83,589	237,054	164,782	58,776	1,863,597	3,670,394,584	85,059,992

*Includes freight empty.
*Includes passenger car miles and other passenger train car miles.

TABLE XXX.
EMPTY AND LOADED FREIGHT CAR MILEAGE, FOR THE YEARS ENDING JUNE 30, 1907 AND 1908.

NAME OF RAILROAD	1907			1908		
	Mileage of loaded freight cars	Mileage of empty freight cars	Percentage of empty to total freight car mileage	Mileage of loaded freight cars	Mileage of empty freight cars	Percentage of empty to total freight car mileage
Minnesota & Manitoba Railway Company.....	339,308,011	144,875,142	30	43,837,190	13,235,373	23
Canadian Northern Railway Company.....	405,305,274	146,862,017	27	325,591,727	132,301,764	29
Chicago, Burlington & Quincy Railroad Company.....	63,687,784	21,949,860	26	376,593,520	157,460,380	29
Chicago, Great Western Railway Company.....	350,065,186	133,439,739	28	53,855,001	21,500,242	28
Chicago, Milwaukee & St. Paul Railway Company.....	255,343,698	94,139,221	27	335,654,877	128,917,870	28
Chicago, Rock Island & Pacific Railway Company.....	66,964,319	24,430,858	27	248,841,483	104,494,777	30
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	33,693,244	12,066,278	26	59,035,207	20,998,299	26
Dubuque & Sioux City (Illinois Central) Railroad Company.....	21,009,641	18,838,743	47	29,366,396	15,160,492	34
Duluth & Iron Range Railroad Company.....	812,203	808,167	50	14,410,225	13,145,807	48
Duluth & Northeastern Railroad Company.....	9,789	2,445	47	287,730	284,018	50
Duluth & Northern Minnesota Railway Company.....	27,733,289	25,634,021	48	1,652,734	1,690,200	51
Duluth Belt Line.....	12,121,158	7,889,114	39	21,873,297	19,258,992	46
Duluth, St. Cloud, Glencoe & Mankato Railway Company.....	1,061,050	1,064,180	50	10,458,976	5,235,785	33
Duluth, Missate & Northern Railway Company.....	246,094,240	77,888,116	24	821,800	821,690	50
Duluth, South Shore & Atlantic Railway Company.....	2,491,264	789,736	24	250,428,309	75,960,538	30
Duluth, Terminal Railway Company.....	19,940,674	6,648,795	25	2,370,043	657,805	21
Duluth, Rainy Lake & Winnipeg Railway Company.....	9,392,689	3,666,582	28	18,582,896	8,041,834	30
Eastern Railway of Minnesota.....	16,166,106	3,951,783	20	8,715,187	3,434,219	28
Green Bay & Western Railway Company.....	70,564,945	18,935,197	21	15,986,289	4,476,943	22
Iowa Central Railway Company.....	2,495,433	1,682,813	40	63,610	56,325	47
Mason City & Ft. Dodge Railway Company.....	687,002	683,400	50	67,289,834	17,537,607	22
Minneapolis & Rainy River Railway Company.....	309,504,759	82,714,785	21	2,437,267	1,559,562	40
Minneapolis & St. Louis Railroad Company.....	7,648,788	1,839,355	19	476,264	458,980	50
Minneapolis, Red Lake & Manitoba Railway Company.....	49,339,408	15,544,217	24	273,358,841	61,978,992	20
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	1,688,374	635,236	27	.....	.....	.....
Minnesota & Great Northern Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota & International Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota & North Western Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....
Northern Pacific Railway Company.....	.....	.....	.....	.....	.....	.....
Park Rapids & Leech Lake Railway Company.....	.....	.....	.....	.....	.....	.....
Railway Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....
St. Paul, Minneapolis & Manitoba Railway Company.....	.....	.....	.....	.....	.....	.....
Willmar & Sioux Falls Railway Company.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Company.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....	.....	.....

TABLE XX I.
TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINE, JUNE 30, 1908—TRAIN MILEAGE REVENUE SERVICE.

NAME OF RAILROAD	Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Total revenue train mileage	Nonrevenue Service Train Miles
Minnesota & Manitoba Railway Company.....	2,511,004	1,518,663	375,828	4,479	4,409,974	298,825
Canadian Northern Railway Company.....	16,398,919	16,364,670	1,436,754	22,145	34,824,488	1,514,640
Chicago & Northwestern Railway Company.....	15,975,838	15,366,651	1,212,110	21,837	32,574,986	1,409,529
Chicago, Burlington & Quincy Railroad Company.....	2,952,230	2,449,950	.....	1,978	5,404,158	1,100,349
Chicago, Milwaukee & St. Paul Railway Company.....	16,712,290	11,872,455	1,438,921	10,462	30,184,128	8,632,643
Chicago, Rock Island & Pacific Railway Company.....	14,127,784	16,362,259	684,180	30,026	30,174,249	927,737
Chicago, St. Paul, Minneapolis & Omaha Railroad Company.....	3,399,291	3,134,641	593,323	4,307	7,131,462	246,453
Dubuque & Sioux City (Illinois Central) Railroad Company.....	1,840,888	1,492,746	13,188	2,386	3,349,208	36,905
Duluth & Iron Range Railroad Company.....	912,704	240,628	24,630	291	1,178,153	142,112
Duluth & Northeastern Railroad Company.....	42,634	.....	26,131	42	68,857	.....
Duluth & Northern Minnesota Railway Company.....	192,400	10,400	5,200	800	208,800	6,400
Duluth, Belt Line.....	1,101,191	200,879	39,335	5,078	1,346,483	77,147
Duluth, Missabe & Northern Railway Company.....	977,933	903,261	14,147	1,805	1,897,146	63,745
Duluth, South Shore & Atlantic Railway Company.....	.....	.....	.....	.....	.....	.....
Duluth, Terminal Railway Company.....	33,722	33,179	1,274	298	68,473	.....
Duluth, Rainy Lake & Winnipeg Railway Company.....	9,228,134	8,122,786	810,699	15,614	18,177,233	1,610,305
Great Northern Railway Company.....	151,785	138,650	135,648	.....	426,083	10,380
Green Bay & Western Railway Company.....	1,252,192	650,180	197,864	5,677	2,105,913	10,167
Iowa Central Railway Company.....	560,547	872,698	.....	7,795	1,434,040	7,988
Mason City & Ft. Dodge Railway Company.....	40,446	.....	20,993	.....	61,439	21,156
Minneapolis & Rainy River Railway Company.....	943,190	1,200,892	74,877	1,438	2,220,397	65,059
Minneapolis & St. Louis Railroad Company.....	.....	1,206	20,971	67	26,133	800
Minneapolis Eastern Railway Company.....	3,889	1,206	352,059	3,558	5,598,081	76,132
Minneapolis, Red Lake & Manitoba Railway Company.....	2,771,502	2,470,862	.....	400	273,452	23,414
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	156,370	106,598	10,084	.....	53,600	964
Minneapolis Western Railway Company.....	53,600	.....	.....	.....	.....	.....
Minnesota & International Railway Company.....	11,115,133	9,061,828	862,340	11,697	21,040,998	1,701,791
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....
Northern Pacific Railway Company.....	2,676,119	1,837,058	64,939	407	4,578,523	142,691
Northern Transfer of Minneapolis.....	163,515	334,809	.....	194	498,518	14,908
Winona Bridge Railway Company.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	106,895,300	93,846,649	8,475,395	145,631	209,362,975	17,142,270

TABLE

TRAFFIC AND MILEAGE STATISTICS, STATE OF

NAME OF RAILROAD	Number of Passengers carried earning Revenue	Number of Passengers carried one Mile	Number of Passengers carried one mile per mile of Road
Minnesota & Manitoba Railway Co.....			
Canadian Northern Railway Co.....	53,967	1,167,671	26,720
Chicago & Northwestern Railway Co.....	960,537	36,129,404	55,558
Chicago, Burlington & Quincy Railroad Co..	410,627	6,359,344	165,393
Chicago Great Western Railway Co.....	383,652	20,731,259	161,659
Chicago, Milwaukee & St. Paul Railway Co..			
Chicago, Rock Island & Pacific Railway Co..	379,734	15,698,407	55,631
Chicago, St. Paul, Minneapolis & O. Ry. Co.	1,504,292	61,032,768	129,022
Dubuque & Sioux City (Ill. Cent.) R. R. Co..	75,130	1,333,598	44,468
Duluth & Iron Range Railroad Co.....	486,265	13,896,950	60,608
Duluth & Northeastern Railroad Co.....	12,514	369,538	6,781
Duluth & Northern Minnesota Railway Co...	34,800	1,218,000	12,674
Duluth Belt Line.....			
Duluth, Missabe & Northern Railway Co....	384,363	15,354,487	59,522
Duluth, South Shore & Atlantic Railway Co.	55,290	149,283	55,290
Duluth Terminal Railway Co.....			
Duluth, Rainy Lake & Winnipeg Ry. Co....	25,726	946,327	10,187
Great Northern Railway Co.....	3,189,012	184,395,509	89,732
Green Bay & Western Railway Co.....			
Iowa Central Railway Co.....	46,997	535,969	43,363
Mason City & Ft. Dodge Railway Co.....	52,680	1,067,090	42,704
Minneapolis & Rainy River Railway Co.....	16,046	324,356	4,616
Minneapolis & St. Louis Railroad Co.....	768,202	35,619,259	91,771
Minneapolis Eastern Railway Co.....			
Minneapolis, Red Lake & Manitoba Ry. Co..	22,510	485,427	14,490
Minneapolis, St. P. & Sault Ste. M. Ry. Co..	663,928	51,555,726	92,346
Minneapolis Western Railway Co.....			
Minnesota & International Railway Co.....	229,838	8,644,789	44,203
Minnesota & North Wisconsin Railway Co..	2,760	96,600	1,747
Minnesota Transfer Railway Co.....			
Northern Pacific Railway Co.....	2,163,347	153,247,320	154,903
Railway Transfer of Minneapolis.....			
Winona Bridge Railway Co.....			
Wisconsin Central Railway Co.....	121,170	3,634,818	86,605
Wisconsin, Minnesota & Pacific Railway Co..	319,539	7,773,627	31,282
	12,362,926	*24,070,701	*61,651

XXm.

MINNESOTA, JUNE 30, 1908.—PASSENGER TRAFFIC.

Average Distance carried	Total Passenger Revenue	Average amount received from each Passenger	Average receipts per Passenger per mile	Total Passenger Service Train Revenue	Passenger service train Revenue per mile of road	Passenger service train Revenue per train mile
21.64	\$26,600.67	\$0.40291	\$0.02278	\$31,239.37	\$712.57	\$0.86522
37.61	686,822.86	.71504	.01901	869,743.07	1,337.45	.93249
15.49	100,079.42	.24372	.01874	125,303.63	3,258.87	.95506
54.03	380,064.90	.99085	.01833	484,119.07	3,775.09	1.09085
.....	2,065,203.80	.....	.....	2,808,947.59	2,276.53	1.36281
41.34	302,252.75	.79596	.01925	363,840.77	1,289.35	1.17917
40.57	1,170,211.19	.77791	.01917	1,396,829.83	2,952.88	1.22129
17.75	24,166.00	.32164	.01812	31,909.68	1,064.01	.53741
28.58	266,405.13	.54786	.01917	292,526.45	1,275.79	1.10322
29.53	7,390.60	.59060	.02000	7,390.60	135.61	.28283
35.00	24,408.83	.70140	.02004	24,408.83	253.99	1.56466
.....
39.94	306,086.17	.79634	.01993	332,892.55	1,290.48	1.38581
2.70	2,823.22	.05106	.01891	3,163.46	1,171.65	.85039
.....
36.79	22,089.34	.85864	.02334	23,309.38	250.91	.67655
57.82	3,640,627.45	1.14161	.01974	4,306,546.24	2,095.70	1.41626
.....	1,691.21	.....	.....	1,845.96	.....	.....
11.40	8,756.99	.18633	.01634	10,862.54	787.85	.61579
20.25	19,951.73	.37873	.01776	24,316.73	889.75	.40330
20.21	7,014.18	.43713	.02162	7,014.18	99.83	.33411
46.50	607,791.57	.79119	.01706	718,821.36	1,854.33	1.14235
.....
21.56	9,422.06	.41857	.01949	10,841.38	323.62	.42485
77.65	989,338.31	1.49013	.01919	1,107,866.86	1,984.39	1.14194
.....
37.61	172,623.72	.75107	.01997	194,317.30	993.59	1.66536
35.00	1,932.10	.70004	.02000	.....	.....	.....
.....
70.84	2,955,868.51	1.36634	.01929	3,496,364.65	3,534.15	1.69389
.....
30.00	62,121.01	.51268	.01709	75,392.76	1,796.35	1.41607
24.33	149,056.16	.46647	.01917	182,690.29	735.17	.60420
.....
*34.16	\$14,010,798.88	*\$0.66096	*\$0.01922	\$16,932,404.53	*\$1,449.23	*\$0.99463

*Average.

TABLE XXII.
TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA, JUNE 30, 1908—FREIGHT TRAFFIC

NAME OF RAILROAD	Number of Tons Carried	Number of Tons Carried One Mile	Number Carried Per Mile of Road	Average Distance Haul of One Ton	Total Freight Revenue	Average Amount Received for Each Ton of Freight	Average Receipts Per Ton Per Mile	Freight Revenue Per Ton of Road	Freight Revenue Per Ton Mile
Minnesota & Manitoba Railway Co.	1,183,063	47,453,976	1,085,993	40.11	323,765.58	27,366	0.0682	7,408.82	3.13001
Canadian Northern Railway Co.	2,017,376	250,583,369	399,173	120.00	2,053,018.92	1,019	0.0792	3,161.46	3.76481
Chicago & Northwestern Railway Co.	2,433,358	69,143,884	1,720,338	27.18	3,823,866.22	12,533	0.0481	7,928.96	2.73988
Chicago, Great Western & Quincy Railroad Co.	1,277,700	121,996,947	951,002	95.48	823,963.22	6,512	0.0683	9,495.35	2.32755
Chicago, Milwaukee & St. Paul Railway Co.	968,358	58,464,181	313,493	91.35	6,583,930.20	71,295	0.0780	5,319.42	2.70729
Chicago, Rock Island & Pacific Railway Co.	4,107,235	253,696,191	591,937	61.26	2,598,313.61	4,329	0.1032	2,462.80	2.89557
Dubuque & Sioux City Railroad Co.	8,315,955	58,699,414	200,077	21.44	5,502,263.90	7,236	0.0782	1,476.09	2.89370
Dubuque & Von Range Railroad Co.	8,315,955	58,699,414	247,309	66.61	5,839,676.71	23,663	0.1058	25,593.94	1.25209
Duluth & Northeastern Railroad Co.	10,240	6,688,835	122,363	33.81	84,226.73	4,970	0.1283	1,845.44	1.25209
Duluth & Northern Minnesota Railway Co.	1,094,678	41,597,764	432,859	38.00	371,214.11	3,910	0.0892	3,862.79	1.92938
Duluth, Red Lake & Northern Railway Co.	12,587,462	957,744,090	3,712,762	76.48	9,004,910.84	71,538	0.0940	34,908.16	7.89540
Duluth, St. Louis & Northern Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Southern & Atlantic Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Twin Falls & Northern Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Co.	136,355	5,921,010	63,735	43.42	94,001.64	6,839	0.1587	1,011.86	2.68606
Great Northern Railway Co.	14,553,755	2,123,744,738	1,033,482	147.96	15,653,661.07	1,080	0.0737	7,620.00	4.66240
Green Bay & Western Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central Railway Co.	663,258	8,036,471	650,200	12.12	32,412.92	4,897	0.0403	2,822.40	1.34086
Missouri & Ft. Dodge Railway Co.	248,982	9,326,308	231,438	25.41	100,950.38	40,873	0.1508	3,693.75	2.99990
Minneapolis & Rainy River Railway Co.	433,231	12,024,616	171,002	24.88	230,121.50	40,464	0.1988	3,563.38	2.89209
Minneapolis & St. Louis Railroad Co.	1,739,056	176,063,882	453,621	101.24	1,538,602.61	8,843	0.0874	3,964.17	2.84877
Minneapolis, Eastern & Western Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Marquette Railway Co.	49,959	785,389	23,444	15.72	28,253.75	5,950	0.0342	783.60	1.05606
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	2,641,776	308,491,325	562,565	116.77	3,052,421.17	1,154	0.0989	5,467.45	3.30348
Minneapolis, Western Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota & International Railway Co.	647,782	48,052,206	245,703	74.18	472,275.30	7,907	0.0983	2,414.87	2.83721
Minnesota & North Wisconsin Railway Co.	299,754	9,420,424	170,351	31.42	98,256.29	3,279	0.1043	1,776.78	1.88314
Minnesota, Transier & Pacific Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific Railway Co.	6,418,390	1,091,290,482	1,103,082	170.03	9,509,077.35	1,481	0.0871	9,611.83	4.33833
Northwestern Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Co.	1,110,650	34,491,923	821,823	31.06	298,953.57	2,061	0.0684	5,455.17	1.55690
Wisconsin, Minnesota & Pacific Railway Co.	465,319	25,494,659	102,594	54.79	380,126.38	1,691	0.1491	1,529.68	2.68227
* Average.	63,844,288	*280,597,827	*733,343	*63.75	\$80,327,096.34	*\$3,607.70	*\$3.01072	*\$6,205.41	*\$2,846.76

TABLE XXo
TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA, JUNE 30, 1908—TOTAL TRAFFIC.

NAME OF RAILROAD	Operating Revenues	Operating Revenues per mile of Road	Operating Revenues per train Mile	Operating Expenses	Operating Expenses per mile of Road	Operating Expenses per train Mile	Net Operating or Deficit	Net Operating or Deficit per mile of Road
Minnesota & Manitoba Ry. Co.	\$356,029.68	\$8,147.13	\$2,674.32	\$186,670.25	\$4,271.63	\$1,402.18	\$169,359.43	\$3,087.77
Canadian Northern Ry. Co.	2,961,390.73	4,553.88	1,692.53	2,206,639.92	3,393.36	1,194.60	754,750.81	1,160.62
Chicago, Burlington & Quincy R. Co.	439,690.19	11,434.60	1,807.29	628,722.00	16,351.68	2,584.46	*189,061.81	*4,917.08
Chicago, Great Western Ry. Co.	1,371,960.71	10,698.28	1,708.94	1,004,940.92	7,836.40	1,251.94	367,019.79	2,861.97
Chicago, Milwaukee & St. Paul Ry. Co.	9,587,071.68	7,769.89	2,132.15	5,964,141.62	4,267.99	1,171.00	4,322,880.06	3,501.90
Chicago, Rock Island & Pacific Ry. Co.	1,089,201.51	3,789.39	1,629.96	1,544,654.02	4,292.21	1,287.05	224,647.49	796.09
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	4,092,391.41	8,651.36	2,089.01	2,357,121.15	4,984.20	1,197.77	1,734,664.29	3,067.06
Dubuque & Sioux City (Illinois Central) R. R. Co.	82,978.11	2,760.86	712.04	83,985.77	2,890.46	722.69	*1,007.06	*33.69
Duluth & Iron Range R. R. Co.	6,207,569.48	27,072.74	5,208.85	2,696,992.81	11,753.00	2,289.00	3,510,516.67	15,310.38
Duluth & Northeastern R. R. Co.	96,990.14	1,760.74	1,333.59	95,294.20	1,743.51	1,383.94	665.94	48.85
Duluth & Northern Minnesota Ry. Co.	437,484.09	4,552.38	2,103.28	323,077.17	3,413.91	1,578.00	109,406.92	956.37
Duluth Belt Line								
Duluth, Missabe & Northern Ry. Co.	9,365,305.04	36,305.04	6,955.34	3,524,744.28	13,665.91	2,617.74	5,840,504.73	22,641.13
Duluth, South Shore & Atlantic Ry. Co.	3,168.71	1,173.60	.85066	4,173.66	1,545.58	1,120.28	*1,004.35	*371.98
Duluth, Terminal Ry. Co.								
Duluth, Rainy Lake & Winnipeg Ry. Co.	119,326.41	1,284.46	1,742.67	97,469.40	1,049.19	1,423.47	21,857.01	235.27
Great Northern Ry. Co.	20,226,808.03	9,843.01	3,228.79	11,760,071.93	5,722.82	1,877.25	8,466,736.10	4,120.19
Green Bay & Western Ry. Co.	3,891.16			2,474.17			1,416.99	
Iowa Central Ry. Co.	43,690.27	3,534.81	1,048.94	37,470.19	3,031.57	890.60	6,220.08	503.24
Mason City & Ft. Dodge Ry. Co.	136,197.75	4,617.54	1,343.21	71,227.35	2,406.19	753.18	54,970.39	2,011.35
Minneapolis & Rainy River Ry. Co.	246,135.77	3,503.21	4,063.18	179,696.64	2,557.59	2,924.86	66,439.13	945.63
Minneapolis & St. Louis R. R. Co.	2,298,159.41	5,921.11	1,966.62	1,495,913.05	3,673.80	1,220.21	872,246.36	2,917.80
Minneapolis, Eastern Ry. Co.	50,222.80	44,444.95		24,379.41	21,574.70		25,843.39	22,870.95
Minneapolis, Red Lake & Manitoba Ry. Co.	38,559.98	1,150.17	1,474.41	23,804.09	1,009.07	1,293.54	4,721.89	111.33
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	4,220,300.14	7,559.33	2,275.55	2,455,246.68	4,399.58	1,324.44	1,764,059.46	3,159.75
Minneapolis Western Ry. Co.								
Minnesota & International Ry. Co.	678,716.56	3,470.45	2,420.03	424,527.65	2,170.72	1,552.48	254,188.91	1,299.73
Minnesota & North Wisconsin Ry. Co.	101,308.14	1,831.97	1,890.07	87,258.03	1,577.90	1,679.94	14,050.11	254.07
Minnesota Transfer Ry. Co.								
Northern Pacific Ry. Co.	13,336,046.87	13,480.15	3,245.46	7,655,370.20	7,738.07	1,863.00	5,680,696.67	5,742.08
Railway Transfer of Minneapolis	158,474.20	18,098.43		82,338.69	9,356.66		76,135.51	8,651.77
Winona Bridge Ry. Co.								
Wisconsin Central Ry. Co.	313,747.31	7,475.51	1,566.47	224,209.26	5,342.13	1,119.42	89,538.05	2,133.38
Wisconsin, Minnesota & Pacific Ry. Co.	576,848.79	2,321.32	1,298.39	414,682.81	1,698.74	.93338	162,165.98	584.22
	\$78,608,520.07	†\$9,182.94	†\$2,249.84	\$44,205,876.73	†\$5,446.70	†\$1,485.21	\$34,402,643.34	†\$4,946.79

*Deficit.
†Average.

TABLE XXX.
TRAFFIC AND MILEAGE STATISTICS. - STATE OF MINNESOTA, JUNE 30, 1908.—TOTAL TRAFFIC.

NAME OF RAILROAD	Average Number of Passengers Per Car Mile.	Average Number of Passengers Per Train Mile.	Average Number of Passenger Cars Per Train Mile.	Average Number of Tons of Freight Per Loaded Car Mile.	Average Number of Freight Cars Per Train Mile.	Average Number of Loaded Cars Per Train Mile.	Average Number of Empty Cars Per Train Mile.	Average Mileage Operated During Year.
Minnesota & Manitoba Railway Co.	9.00	32.00	3.77	19.04	32.20	24.10	7.11	43.70
Canadian Northern Railway Co.	9.00	39.00	4.08	14.57	22.81	15.28	5.20	650.30
Chicago & Northwestern Railway Co.	9.00	48.00	5.28	22.35	36.53	26.41	9.16	38.45
Chicago, Burlington & Quincy Railroad Co.	81.00	40.00	5.72	15.98	33.99	21.27	5.24	128.24
Chicago Great Western Railway Co.	11.00	51.00	4.74	15.45	22.72	20.10	6.23	1,233.87
Chicago, Milwaukee & St. Paul Railway Co.	10.00	53.00	5.46	14.04	27.09	14.35	4.22	282.19
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	5.00	22.00	3.17	12.68	17.89	18.21	6.79	473.04
Dubuque & Sioux City Railroad (Illinois Central)	14.00	32.00	3.76	38.46	152.38	12.05	4.84	299.99
Duluth & Iron Range Railroad Co.	16.00	14.00	1.00	23.18	30.54	15.38	14.03	239.29
Duluth & Northeastern Railroad Co.	39.00	78.00	2.00	25.16	17.86	8.36	4.13	54.50
Duluth & Northern Minnesota Railway Co.	16.00	64.00	3.86	43.77	839.73	19.18	16.88	257.96
Duluth, Missabe & Northern Railway Co.	5.00	40.00	7.98	7.20	169.19	23.48	23.48	92.90
Duluth, South Shore & Atlantic Railway Co.	9.00	27.00	3.07	22.84	38.46	27.59	9.77	2,054.94
Duluth Terminal Railway Co.	11.00	61.00	5.30	15.13	328.99	21.67	4.86	1.13
Great Northern Railway Co.	8.00	30.00	3.67	22.54	334.69	14.85	5.25	12.36
Green Bay & Western Railway Co.	8.00	19.00	2.29	17.04	187.98	11.02	3.18	27.33
Iowa Central Railway Co.	11.00	57.00	4.78	15.13	328.99	21.67	4.86	388.13
Mason City & Ft. Dodge Railway Co.	9.00	22.00	2.00	12.34	31.59	2.55	2.26	33.50
Minneapolis & Rainy River Railway Co.	15.00	74.00	4.80	19.72	288.68	14.64	9.37	195.57
Minneapolis & International Railway Co.	13.00	74.00	5.70	18.48	497.88	26.94	7.17	989.31
Minneapolis & North Wisconsin Railway Co.	10.00	68.00	6.60	18.50	234.56	12.68	4.44	41.97
Minnesota Transfer Railway Co.	10.00	26.00	2.63	18.49	179.90	9.73	3.00	248.50
Northern Pacific Railway Co.	14.74*	44.33*	4.27*	19.65*	316.05*	24.83*	16.49*	307.03
Northern Transfer of Minnesota Railway Co.	10.00	68.00	6.60	18.50	234.56	12.68	4.44	41.97
Winona Bridge Railway Co.	10.00	26.00	2.63	18.49	179.90	9.73	3.00	248.50
Wisconsin Central Railway Co.	10.00	26.00	2.63	18.49	179.90	9.73	3.00	248.50
Wisconsin, Minnesota & Pacific Railway Co.	10.00	26.00	2.63	18.49	179.90	9.73	3.00	248.50

*Average.

TABLE XXq
TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA, JUNE 30, 1908—LOCOMOTIVE MILEAGE, REVENUE SERVICE, ICE.

NAME OF RAILROAD	Freight Locomotive Miles	Passenger Locomotive Miles	Mixed Locomotive Miles	Special Locomotive Miles	Switching Locomotive Miles	Total in Revenue Service	Non-revenue Service Locomotive Miles
Minnesota & Manitoba Ry. Co.	97,052	30,645	6,300			133,997	4,249
Canadian Northern Ry. Co.	1,081,251	700,868	235,935	1,261	335,679	2,354,994	88,334
Chicago & Northwestern Ry. Co.	117,915	133,370			133,259	384,599	6,673
Chicago, Burlington & Quincy R. R. Co.	386,199	444,764		595	152,505	984,063	1,417
Chicago, Milwaukee & St. Paul Ry. Co.	2,725,250	1,852,645	173,114	1,431	927,339	5,689,779	183,436
Chicago, Rock Island & Pacific Ry. Co.	357,298	258,378	51,691	350	69,286	737,003	6,668
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	923,980	1,047,706	110,959	1,292	706,291	2,790,228	44,929
Dubuque & Sioux City (Illinois Central)	57,292			232	10,154	137,523	457
Duluth & Iron Range R. R. Co.	949,748	240,823	25,070	1,435	604,792	1,831,868	134,896
Duluth & Northeastern R. R. Co.	42,684		26,131			95,457	16,163
Duluth & Northern Minnesota Ry. Co.	192,400	10,400	5,200	800	26,600	208,800	6,400
Duluth Belt Line							
Duluth, Missabe & Northern Ry. Co.	1,123,608	216,174	40,443	9,931	455,603	1,845,759	124,841
Duluth, South Shore & Atlantic Ry. Co.		7,179		10		7,189	5
Duluth Terminal Ry. Co.							
Duluth, Rainy Lake & Winnipeg Ry. Co.	37,139	34,946	1,274	238	11,672	85,339	
Great Northern Ry. Co.	3,323,017	2,958,576	141,527	5,327	1,396,736	7,825,133	443,237
Green Bay & Western Ry. Co.							
Iowa Central Ry. Co.	25,238	17,590				42,828	
Mason City & Ft. Dodge Ry. Co.	36,719	60,631			1,353	98,703	170
Minneapolis & Rainy River Ry. Co.			20,993			61,439	21,156
Minneapolis & St. Louis R. R. Co.					207,350	1,442,908	49,387
Minneapolis Eastern Ry. Co.					25,020	25,020	
Minneapolis, Red Lake & Manitoba Ry. Co.	3,889	1,206	20,971	67	2,958	29,091	
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	901,431	940,462	66,932	6,036	264,552	2,179,463	117,549
Minneapolis Western Ry. Co.							
Minnesota & International Ry. Co.	179,478	119,016	12,361	400	39,437	330,752	46,285
Minnesota & North Wisconsin Ry. Co.	54,131				16,854	70,985	1,116
Minnesota Transfer Ry. Co.	2,342,745	1,961,917	149,000	5,329	1,434,365	5,893,356	619,258
Northern Pacific Ry. Co.					106,290	106,290	
Railway Transfer of Minneapolis							
Winona Bridge Ry. Co.					85,506	286,305	3,105
Wisconsin Central Ry. Co.	147,553	53,241				468,685	14,028
Wisconsin, Minnesota & Pacific Ry. Co.	~ 149,813	303,498		194	15,180		
	15,877,277	12,118,517	1,087,901	35,055	7,028,841	36,147,591	1,913,761

TABLE XXs.
TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA, JUNE 30, 1908—CAR MILEAGE REVENUE SERVICE—SPECIAL CAR MILES.

NAME OF RAILROAD	Freight Loaded.	Freight Empty.	Caboose	Passen- gers.	Sleeping Parlor and Ob- serva-tion	Other Passen- ger Train Cars.	Total.	Total in Revenue Service.	Nonrevenue Service Car 1 Miles.
Minnesota & Manitoba Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Northern Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Northwestern Railway Co.	18,943	.....	1,090	100	.....	.....	20,132	3,485,947	86,419
Chicago & Western Railway Co.	138	.....	23	23	.....	.....	184	27,686,503	686,455
Chicago, Burlington & Quincy Railroad Co.	17,541	.....	498	3,292	1,896	.....	23,227	4,785,530	22,244
Chicago, Milwaukee & St. Paul Railway Co.	5,058	.....	.....	8,838	2,260	.....	20,132	12,492,508	.....
Chicago, Rock Island & Pacific Railway Co.	4,579	1,046	403	20	224	3,976	6,304	83,730,690	1,961,232
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	10,433	.....	755	.....	.....	28	11,188	9,298,343	.....
Dubuque & Sioux City Railroad	4,438	.....	232	.....	.....	.....	4,670	29,352,074	305,482
Dubuque & Northern Railroad Co.	3,720	.....	.....	1,210	.....	.....	4,930	1,270,665	3,006
Duluth & Northern Railroad Co.	.....	.....	.....	.....	.....	.....	.....	29,623,183	8,200
Duluth & Northern Minnesota Railway Co.	.....	.....	.....	.....	.....	.....	.....	664,854	46,400
Duluth Belt Line	.....	.....	.....	.....	.....	.....	.....	3,561,334	.....
Duluth, Missabe & Northern Railway Co.	2,340	.....	186	15,341	.....	.....	17,867	43,195,330	955,859
Duluth, South Shore & Atlantic Railway Co.	.....	.....	.....	4	.....	8	12	29,707	388
Duluth, Teconial & Lake Superior Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Co.	.....	.....	298	.....	.....	390	688	1,872,337	.....
Great Northern Railway Co.	46,731	214	2,696	7,181	5,842	5,819	68,483	145,349,027	6,817,978
Green Bay & Western Railway Co.	.....	.....	.....	.....	.....	.....	.....	571,192	.....
Louisville & Nashville Railway Co.	.....	.....	.....	.....	.....	.....	.....	646,932	.....
Mason City & Ft. Dodge Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & Rainy River Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis Railroad Co.	.....	.....	.....	.....	1,528	.....	1,528	17,804,186	645,260
Minneapolis & Eastern Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Manitoba Railway Co.	.....	.....	.....	67	.....	.....	67	167,528	8,000
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	10,771	.....	496	.....	5,226	1,608	18,101	33,584,807	716,470
Minneapolis Western Railway Co.	.....	.....	182	.....	.....	.....	6,214	5,080,423	100,357
Minnesota & International Railway Co.	6,032	.....	.....	.....	.....	.....	.....	988,844	1,224
Minnesota & North Wisconsin Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Co.	.....	.....	1,200	6,939	1,464	983	33,010	88,673,491	1,342,065
Northern Pacific Railway Co.	19,280	3,144	.....	.....	.....	.....	.....	.....	.....
Railway Transfer of Minneapolis	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Co.	.....	.....	.....	59	26	.....	85	3,021,877	57,642
Wisconsin Central Railway Co.	6,300	.....	194	1,131	.....	.....	7,625	2,743,123	.....
Wisconsin, Minnesota & Pacific Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
	156,304	4,404	8,253	44,205	18,466	12,812	244,444	549,551,443	13,762,511

TABLE XXt.

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA, JUNE 30, 1908.—TRAIN MILEAGE SERVICE REVENUE.

NAME OF RAILROAD	Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Total revenue train mileage	Nonrevenue service train miles
Minnesota & Manitoba Railway Company.....	97,139	29,690	6,300	.....	133,129	4,204
Canadian Northern Railway Company.....	914,046	681,703	251,010	1,190	1,847,949	76,795
Chicago & Northwestern Railway Company.....	112,047	131,200	.....	23	243,270	3,678
Chicago, Burlington & Quincy Railroad Company.....	358,702	443,797	.....	595	803,094	1,417
Chicago, Great Western Railway Company.....	2,434,801	1,834,374	225,124	2,310	4,496,409	1,090,775
Chicago, Milwaukee & St. Paul Railway Company.....	347,364	256,921	51,635	350	656,270	6,668
Chicago, Rock Island & Pacific Railway Company.....	823,694	1,032,870	110,863	1,004	1,968,431	45,903
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	56,926	59,377	.....	232	116,535	457
Dubuque & Sioux City (Illinois Central) Railroad Company.....	912,704	240,628	24,530	.....	1,178,153	142,112
Duluth & Iron Range Railroad Company.....	42,684	.....	26,131	42	68,857	.....
Duluth & Northeastern Railroad Company.....	192,400	10,400	5,200	800	208,800	6,400
Duluth & Northern Minnesota Railway Company.....	.....	.....	.....	.....	.....	.....
Duluth Belt Line.....	1,101,191	200,879	39,335	5,078	1,346,482	77,147
Duluth, Missabe & Northern Railway Company.....	.....	3,720	.....	5	3,725	.....
Duluth, South Shore & Atlantic Railway Company.....	33,722	33,179	1,274	288	68,473	.....
Duluth Terminal Railway Company.....	3,218,631	2,900,819	139,961	5,204	6,264,518	436,791
Duluth, Itasca Lake & Winnipeg Railway Company.....	.....	.....	.....	.....	.....	.....
Great Northern Railway Company.....	24,012	17,640	.....	.....	41,652	.....
Green Bay & Western Railway Company.....	33,651	60,294	.....	.....	93,945	170
Iowa Central Railway Company.....	40,446	.....	20,993	.....	61,439	21,156
Mason City & Ft. Dodge Railway Company.....	539,329	628,486	.....	764	1,168,579	23,285
Minneapolis & St. Louis Railroad Company.....	.....	.....	.....	.....	.....	.....
Minneapolis Eastern Railway Company.....	3,889	1,206	20,971	67	26,133	800
Minneapolis, Red Lake & Manitoba Railway Company.....	383,085	929,248	40,914	1,300	1,854,547	35,478
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	156,370	106,598	10,084	400	273,452	23,414
Minneapolis Western Railway Company.....	53,600	.....	.....	.....	53,600	964
Minnesota & International Railway Company.....	2,043,236	1,915,464	148,638	1,809	4,109,147	570,283
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....
Northern Pacific Railway Company.....	.....	.....	.....	.....	.....	.....
Railway Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Company.....	147,049	53,241	.....	.....	200,290	3,105
Wisconsin Central Railway Company.....	141,718	302,368	.....	194	444,280	14,028
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....	.....	.....
	14,712,136	11,874,102	1,122,966	21,956	27,731,160	2,586,935

TABLE XXU.
TRAFFIC AND CAR STATISTICS—ENTIRE LINE JUNE 30, 1908

NAME OF RAILROAD	Switching Traffic Freight				Switching Traffic Passenger			
	Number of Cars Handled Earning Revenue; Loaded	Number of Cars Handled at cost for Tenant Companies	Number of Cars Handled not Earning Revenue; Loaded	Number of Cars Handled not Earning Revenue; Empty	Total Number of Cars Handled	Number of Cars Handled Earning Revenue; Loaded	Number of Cars Handled Earning Revenue; Empty	Number of Cars Handled at cost for Tenant Companies
Minnesota & Manitoba Railway Co.								
Canadian Northern Railway Co.								
Chicago & North-Western Railway Co.								
Chicago, Burlington & Quincy Railroad Co.								
Chicago Great Western Railway Co.								
Chicago, Milwaukee & St. Paul Railway Co.								
Chicago, Rock Island & Pacific Railway Co.								
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.								
Dubuque & Sioux City Railroad (Illinois Central)								
Duluth & Iron Range R. R. Co.								
Duluth & Northeastern R. R. Co.								
Duluth & Northern Minnesota Ry. Co.	31,708				31,708			
Duluth Belt Line								
Duluth, Missabe & Northern Ry. Co.								
Duluth, South Shore & Atlantic Ry. Co.								
Duluth Terminal Ry. Co.								
Duluth, Rainy Lake & Winnipeg Ry. Co.								
Great Northern Ry. Co.								
Green Bay & Western Ry. Co.								
Iowa Central Ry. Co.								
Mason City & Ft. Dodge Railway Co.								
Minneapolis & Rainy River Railway Co.								
Minneapolis & St. Louis Railroad Co.			65		42,635			
Minneapolis Eastern Railway Co.	26,587							
Minneapolis, Red Lake & Manitoba Railway Co.								
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.								
Minneapolis Western Railway Co.	33,098				62,655			
Minnesota & International Railway Co.								
Minnesota & North Wisconsin Railway Co.								
Minnesota Transfer Railway Co.								
Northern Pacific Railway Co.								
Railway Transfer of Minneapolis	77,211		711		134,631			
Winona Bridge Railway Co.								
Wisconsin Central Railway Co.								
Wisconsin, Minnesota & Pacific Railway Co.								
	168,604		776		271,629			

TABLE XXV
TRAFFIC AND CAR STATISTICS, ENTIRE LINE, JUNE 30, 1908

NAME OF RAILROAD	Switching Traffic Passenger			Terminal Operations, Freight			Terminal Operations, Passenger		
	Number of Cars Handled	Number of Cars Handled Not Earning Revenue; Loaded	Total Number of Cars Handled	Number of Cars Handled Earning Revenue	Number of Cars Handled at cost for Tenant Companies	Total Number of Cars Handled	Number of Cars Handled Earning Revenue	Number of Cars Handled at cost for Tenant Companies	Total Number of Cars Handled
Minnesota & Manitoba Railway Co.
Canadian Northern Railway Co.
Chicago & Northwestern Railway Co.
Chicago, Burlington & Quincy Railroad Co.
Chicago Great Western Railway Co.
Chicago, Milwaukee & St. Paul Railway Co.
Chicago, Rock Island & Pacific Railway Co.
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.
Dubuque & Sioux City Railroad (Illinois Central)
Duluth & Iron Range Railroad Co.
Duluth & Northeastern Railroad Co.
Duluth & Northern Minnesota Railway Co.
Duluth Belt Line
Duluth, Missabe & Northern Railway Co.
Duluth, South Shore & Atlantic Railway Co.
Duluth Terminal Railway Co.
Duluth, Rainy Lake & Winnipeg Railway Co.
Great Northern Railway Co.
Green Bay & Western Railway Co.
Iowa Central Railway Co.
Mason City & Ft. Dodge Railway Co.
Minneapolis & Rainy River Railway Co.
Minneapolis & St. Louis Railroad Co.
Minneapolis Eastern Railway Co.
Minneapolis, Red Lake & Manitoba Railway Co.
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.
Minneapolis Western Railway Co.
Minnesota & International Railway Co.
Minnesota & North Wisconsin Railway Co.
Minnesota Transfer Railway Co.
Northern Pacific Railway Co.
Railway Transfer of Minneapolis
Winona Bridge Railway Co.
Wisconsin Central Railway Co.
Wisconsin, Minnesota & Pacific Railway Co.

TABLE XXW.

TRAFFIC AND CAR STATISTICS, ENTIRE LINE, JUNE 30, 1908—SUMMARY.

NAME OF RAILROAD	Total num- ber of cars handled earning re- venue loaded	Total num- ber of cars handled earning re- venue empty	Total num- ber of cars handled not earning re- venue loaded	Total num- ber of cars handled not earning re- venue empty	Total num- ber of cars handled at cost for tenant com- panies	Total number of cars handled
Minnesota & Manitoba Railway Company.....
Canadian Northern Railway Company.....
Chicago & Northwestern Railway Company.....
Chicago, Burlington & Quincy Railroad Company.....
Chicago Great Western Railway Company.....
Chicago, Milwaukee & St. Paul Railway Company.....
Chicago, Rock Island & Pacific Railway Company.....
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....
Dubuque & Sioux City (Illinois Central) Railroad Company.....
Duluth & Iron Range Railroad Company.....
Duluth & Northeastern Railroad Company.....
Duluth & Northern Minnesota Railway Company.....	31,708	.....	.....	.....	.....	31,708
Duluth Belt Line.....
Duluth, Missabe & Northern Railway Company.....
Duluth, South Shore & Atlantic Railway Company.....
Duluth Terminal Railway Company.....
Duluth, Rainy Lake & Winnipeg Railway Company.....
Great Northern Railway Company.....
Green Bay & Western Railway Company.....
Iowa Central Railway Company.....
Mason City & Ft. Dodge Railway Company.....
Minneapolis & Rainy River Railway Company.....
Minneapolis & St. Louis Railroad Company.....
Minneapolis Eastern Railway Company.....	26,587	.....	65	15,983	.....	42,635
Minneapolis, Red Lake & Manitoba Railway Company.....
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....
Minneapolis Western Railway Company.....	33,098	.....	.....	29,557	.....	62,655
Minnesota & International Railway Company.....
Minnesota & North Wisconsin Railway Company.....
Minnesota Transfer Railway Company.....
Northern Pacific Railway Company.....
Railway Transfer of Minneapolis.....
Winona Bridge Railway Company.....
Wisconsin Central Railway Company.....
Wisconsin, Minnesota & Pacific Railway Company.....
	91,393	.....	65	45,540	.....	136,998

TABLE XXV.

REVENUE AND EXPENSE STATISTICS, ENTIRE LINES, JUNE 30, 1908—SWITCHING, TRAFFIC AND TERMINAL

NAME OF RAILROAD	Revenue from Revenue Cars	Other Revenue	Total Revenue	Average revenue per revenue Car	Amount received from Tenant Companies	Average amount received per Car from Tenant Companies	Operating Expenses	Average Expense per Car Handled
Minnesota & Manitoba Ry. Co.								
Canadian Northern Ry. Co.								
Chicago & Northwestern Ry. Co.								
Chicago, Burlington & Quincy R. R. Co.								
Chicago Great Western Ry. Co.								
Chicago, Milwaukee & St. Paul Ry. Co.								
Chicago, Rock Island & Pacific Ry. Co.								
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.								
Dubuque & Sioux City (Ill. Cent.) R. R. Co.								
Duluth & Iron Range R. R. Co.								
Duluth & Northeastern R. R. Co.								
Duluth & Northern Minnesota Ry. Co.	\$39,534.95		\$39,534.95	\$1.25				
Duluth Belt Line.								
Duluth, Missabe & Northern Ry. Co.								
Duluth, South Shore & Atlantic Ry. Co.								
Duluth Terminal Ry. Co.								
Duluth, Rainy Lake & Winnipeg Ry. Co.								
Great Northern Ry. Co.								
Green Bay & Western Ry. Co.								
Iowa Central Ry. Co.								
Mason City & Ft. Dodge Ry. Co.								
Minneapolis & Rainy River Ry. Co.								
Minneapolis & St. Louis R. R. Co.								
Minneapolis Eastern Ry. Co.	49,199.80	\$1,023.00	50,222.80	1.85			\$24,379.41	\$0.57
Minneapolis, Red Lake & Manitoba Ry. Co.								
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.								
Minneapolis Western Ry. Co.								
Minneapolis & International Ry. Co.	47,419.72	1,680.00	49,099.72	1.43			37,495.06	.60
Minnesota & North Wisconsin Ry. Co.								
Minnesota Transfer Ry. Co.								
Northern Pacific Ry. Co.								
Railway Transfer of Minneapolis.								
Winona Bridge Ry. Co.								
Wisconsin Central Ry. Co.								
Wisconsin, Minnesota & Pacific Ry. Co.								
	\$136,154.47	\$2,708.00	\$138,862.47	*\$1.51			\$61,874.47	*\$0.59

*Average.

TABLE XXI.
FREIGHT TRAFFIC MOVEMENT, STATE OF MINNESOTA, JUNE 30, 1908—COMPANY'S MATERIAL EXCLUDED

NAME OF RAILROAD	Products of Agriculture		Products of Animals		Products of Mines		Products of Forests		Manufactures	
	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent
Minnesota & Manitoba Railway Company	571,159	48.27	2,331	19	184,751	15.62	266,057	22.56	87,561	7.40
Canadian Northern Railway Company	333,239	49.39	64,657	9.58	93,742	13.90	49,483	7.33	58,686	8.70
Chicago & Northwestern Railway Company	454,733	35.59	175,683	13.75	276,494	21.64	88,672	6.94	202,771	15.87
Chicago, Burlington & Quincy Railroad Company	390,852	4.04	43,532	45	127,065	1.31	144,026	1.49	189,341	1.95
Chicago, Milwaukee & St. Paul Railway Company	1,319,862	38.91	173,277	5.09	496,022	14.60	571,395	16.83	435,227	12.83
Chicago, St. Paul, Minneapolis & Omaha Railway Company	129,931	32.03	17,613	4.34	89,832	22.14	51,501	12.69	49,090	12.10
Dubuque & Sioux City Railroad (Illinois Central)	26,351	3.32	2,856	0.03	7,043	137	1,159,701	13.95	30,781	36
Duluth & Iron Range Railroad Company	2,202	1.12	405	.21	10,359	5.25	181,083	91.80	608	.31
Duluth & Northeastern Railroad Company	3,859	.35	1,126	.11			1,088,018	99.39	1,675	.15
Duluth & Northern Minnesota Railway Company	18,977	.15	2,638	.02	12,036,603	95.62	435,765	3.64	81,656	.64
Duluth Belt Line										
Duluth, Missabe & Northern Railway Company										
Duluth, South Shore & Atlantic Railway Company										
Duluth, Terminal Railway Company	1,638	1.20	540	.40	2,465	1.81	129,753	95.16	1,062	.77
Duluth, Rainy Lake & Winnipeg Railway Company	4,075,461	21.19	243,288	1.27	10,426,858	54.22	2,581,633	13.42	815,506	4.24
Great Northern Railway Company										
Green Bay & Western Railway Company	139,214	20.98	17,418	2.63	334,462	50.43	55,958	8.44	47,383	7.14
Iowa Central Railway Company	66,117	26.77	34,232	13.86	47,495	19.23	12,621	5.11	43,716	17.70
Mason City & Ft. Dodge Railway Company	1,868	.39	544	.11	1,693	.35	476,499	98.61	1,189	.24
Minneapolis & Rainy River Railway Company	750,620	41.43	58,951	3.39	367,024	21.11	170,667	9.81	220,090	12.66
Minneapolis & St. Louis Railroad Company										
Minneapolis Eastern Railway Company	307	6.14			66	1.32	47,621	953.20		
Minneapolis, Red Lake & Manitoba Railway Company	1,183,204	44.79	90,758	3.44	251,572	9.52	501,174	18.97	198,569	7.52
Minneapolis, St. Paul & Sault Ste. Marie Railway Company										
Minneapolis Western Railway Company	19,037	2.94	3,418	.53	4,913	.76	581,246	89.73	10,173	1.57
Minneapolis & International Railway Company	981	3.27	19	.06	7,362	24.56	291,275	971.71	10,173	1.57
Minnesota & North Wisconsin Railway Company										
Minnesota Transfer Railway Company	1,850,603	28.84	209,358	3.26	1,401,602	21.84	1,522,191	23.71	595,931	9.28
Northern Pacific Railway Company										
Railway Transfer of Minneapolis										
Winona Bridge Railway Company	315,546	28.41	28,440	2.23	198,520	17.88	207,875	18.71	129,725	11.67
Wisconsin Central Railway Company	173,517	37.29	14,844	3.19	189,292	40.68	15,728	3.38	40,762	8.76
Wisconsin, Minnesota & Pacific Railway Company										
	11,799,278	.....	1,182,925	.....	33,591,329	.....	10,629,972	.....	3,241,515	.....

TABLE XXI.—Continued.
FREIGHT TRAFFIC MOVEMENT, STATE OF MINNESOTA, JUNE 30, 1908—COMPANY'S MATERIAL EXCLUDED

NAME OF RAILROAD

NAME OF RAILROAD	Merchandise		Miscellaneous: Other Commodities Not Mentioned Above		Total Tonnage State		Total Tonnage Entire Line	
	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent
Minnesota & Manitoba Railway Company.....	36,919	3.12	34,285	2.90	1,183,063	100.00	2,615,580	.....
Canadian Northern Railway Company.....	58,851	8.43	18,036	2.67	674,694	100.00	30,600,322	100.00
Chicago & Northwestern Railway Company.....	60,819	4.76	18,528	1.45	1,277,700	.....	26,189,863	100.00
Chicago, Burlington & Quincy Railroad Company.....	68,844	7.1	4,738	.05	968,388	100.00	15,504,031	.....
Chicago, Great Western Railway Company.....	256,429	7.56	141,764	4.18	3,393,976	100.00	6,624,860	100.00
Chicago, Rock Island & Pacific Railway Company.....	35,714	8.80	32,085	7.90	405,745	100.00	2,519,178	.....
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	41,788	5.50	11,341	.14	8,315,945	100.00	8,315,945	100.00
Dubuque & Sioux City Railroad (Illinois Central).....	2,583	1.31	.....	.....	197,240	100.00	197,240	100.00
Duluth & Iron Range Railroad Company.....	.....	.....	.....	.....	1,094,678	100.00	1,094,678	100.00
Duluth & Northern Railroad Company.....	.....	.....	.....	.....	12,587,462	100.00	12,587,462	100.00
Duluth Belt Line.....	7,296	.06	4,497	.05	.....	.....	2,943,982	100.00
Duluth, Missabe & Northern Railway Company.....	.....	.....	.....	.....	136,355	100.00	136,355	100.00
Duluth, Missabe & Northern Railway Company.....	286	.21	611	.45	19,232,228	100.00	19,232,228	100.00
Duluth, Terminal Railway Company.....	586,862	3.05	502,620	2.61	663,258	100.00	2,291,152	.....
Duluth, Rainy Lake & Winnipeg Railway Company.....	33,725	5.09	35,098	5.29	246,982	100.00	981,772	.....
Great Northern Railway Company.....	36,380	14.73	6,421	2.60	483,231	100.00	483,231	100.00
Iowa Central Railway Company.....	1,900	.29	48	.01	1,739,056	100.00	2,284,457	.....
Minneapolis & Rainy River Railway Company.....	117,960	6.78	83,744	4.82	49,959	999.99	49,959	999.99
Minneapolis Eastern Railway Company.....	1,800	36.03	165	3.30	2,641,776	100.00	4,439,186	.....
Minneapolis, Red Lake & Manitoba Railway Company.....	181,612	6.87	234,887	8.89	647,782	100.00	647,782	100.00
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	21,069	3.35	7,926	1.22	299,754	999.77	299,754	999.99
Minneapolis Western Railway Company.....	104	.35	.....	.....	6,418,390	100.00	15,836,823	100.00
Minnesota & Northern Railway Company.....	.....	.....	.....	.....	1,110,650	100.00	4,418,135	100.00
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	465,319	100.00	499,949	.....
Minnesota Transfer Railway Company.....	.....	.....	838,705	13.07	.....	.....	.....	.....
Northern Pacific Railway Company.....	57,889	5.29	175,655	15.81	.....	.....	.....	.....
Winona, Bridge Railway Company.....	23,870	5.13	7,306	1.57	64,233,642	.....	160,773,914	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	1,630,190	.....	2,158,430	.....	.....	.....	.....	.....

*Entire line cannot give state figures.

TABLE XXII.

DESCRIPTION OF EQUIPMENT, ENTIRE LINE, JUNE 30, 1908.

NAME OF RAILROAD	Locomotive	Passenger Cars	Freight Cars in Service	Cars in Company's Service	Total Cars in Service
Minnesota & Manitoba Ry. Co.....					
Canadian Northern Ry. Co.....	262	188	7,830	216	8,234
Chicago & Northwestern Ry. Co.....	1,446	1,329	57,574	1,283	60,186
Chicago, Burlington & Quincy R. R. Co.....	1,673	1,160	51,018	4,403	56,581
Chicago Great Western Ry. Co.....	259	149	7,939	351	8,439
Chicago, Milwaukee & St. Paul Ry. Co.....	1,151	1,109	45,650	998	47,757
Chicago, Rock Island & Pacific Ry. Co.....	1,366	899	38,146	3,112	42,157
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	343	272	12,051	423	12,746
Dubuque & Sioux City (Illinois Central) R. R. Co.	55	45	199	7	251
Duluth & Iron Range R. R. Co.....	90	26	5,228	133	5,387
Duluth & Northeastern R. R. Co.....	9	2	274	6	282
Duluth & Northern Minnesota Ry. Co.....	12	2	308	10	320
Duluth Belt Line.....		2	6		8
Duluth, Missabe & Northern Ry. Co.....	94	23	6,964	131	7,118
Duluth, South Shore & Atlantic Ry. Co.....	82	66	2,813	135	3,014
Duluth Terminal Ry. Co.....					
Duluth, Rainy Lake & Winnipeg Ry. Co.....	17	6	444	11	461
Great Northern Ry. Co.....	1,079	777	42,131	1,784	44,692
Green Bay & Western Ry. Co.....	23	26	741	31	798
Iowa Central Ry. Co.....	84	44	2,924	213	3,181
Mason City & Ft. Dodge Ry. Co.....	27	16	1,711	143	1,870
Minneapolis & Rainy River Ry. Co.....	11	4	396	5	405
Minneapolis & St. Louis R. R. Co.....	97	91	2,942	219	4,252
Minneapolis Eastern Ry. Co.....	2				
Minneapolis, Red Lake & Manitoba Ry. Co.....	2	2	55	2	59
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	252	198	12,862	332	13,392
Minneapolis Western Ry. Co.....	2				
Minnesota & International Ry. Co.....	16	9	535	28	572
Minnesota & North Wisconsin Ry. Co.....	8	1	188	7	196
Minnesota Transfer Ry. Co.....	20		1		1
Northern Pacific Ry. Co.....	1,314	914	42,173	2,976	46,063
Railway Transfer of Minneapolis.....	4				
Wisconsin, Minnesota & Pacific Ry. Co.....	14	14	765	15	794
Winona Bridge Ry. Co.....					
Wisconsin Central Ry. Co.....	194	136	8,110	293	8,539
	10,008	7,510	352,978	17,267	377,755

TABLE XXIII.

STATEMENT SHOWING GROSS EARNINGS OF RAILROADS IN MINNESOTA FOR THE YEAR ENDING DECEMBER 31, 1906, AS COMPARED WITH 1907.

NAME OF RAILROAD	Gross Earnings 1906	Taxes 1906	Gross Earnings 1907	Taxes 1907
Canadian Northern Railway Company.....	\$333,288.60	\$13,331.54	\$322,073.51	\$12,882.94
Chicago, Burlington & Quincy Railroad Company.....	13,780.93	13,780.93	387,275.18	15,491.01
Chicago, Milwaukee & St. Paul Railway Company.....	9,769,958.06	390,798.32	9,894,205.12	395,768.20
Duluth, St. Cloud, Glencoe & Mankato Railway Company.....	.....	.....	12,327.89	493.12
Chicago & Northwestern Railway Company.....	3,295,334.93	131,837.40	3,222,854.50	128,914.18
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	4,363,913.37	174,556.53	4,416,263.37	176,650.53
Chicago Great Western Railway Company.....	1,584,813.11	63,392.62	1,452,554.25	58,102.16
Mason City & Ft. Dodge Railway Company.....	125,448.69	5,017.75	121,997.96	4,879.92
Wisconsin, Minnesota & Pacific Railway Company.....	648,659.22	25,946.37	609,094.52	24,363.78
Duluth, Rock Island & Pacific Railway Company.....	1,106,674.72	44,266.37	1,079,018.56	43,160.74
Duluth, Missabe & Northern Railway Company.....	10,058,842.37	402,353.69	11,930,262.32	477,210.49
Duluth, South Shore & Atlantic Railway Company.....	7,988.63	138.30	3,922.28	156.39
Duluth & Belt Line.....	251,254.67	319.55	7,731.40	309.26
Duluth & Northern Minnesota Railway Company.....	326,229.95	10,174.19	307,645.92	13,205.84
Duluth, Rainy Lake & Winnipeg Railway Company.....	19,183,971.59	12,461.20	395,083.40	15,802.81
Duluth & Iron Range Railroad Company.....	204,434.92	37,120.09	8,047,720.19	321,908.51
Duluth & Northeastern Railroad Company.....	.....	.....	111,446.49	4,457.82
Great Northern Railway Company.....	20,404,559.00	816,194.36	22,952,896.92	918,115.38
Willmar & Sioux Falls Railway Company.....	1,039,414.65	41,576.59	.....	..
Green Bay & Western Railway Company.....	3,188.19	127.53	4,088.24	163.53
Dubuque & Sioux City (Illinois Central) Railroad Company.....	93,201.89	3,728.08	88,235.20	3,529.41
Minneapolis & St. Louis Railway Company.....	2,452,303.93	98,092.16	2,486,903.29	99,476.13
Iowa Central Railway Company.....	48,442.06	1,987.68	43,808.74	1,752.35
Railway Transfer of Minneapolis.....	162,365.90	6,494.64	160,464.20	6,418.57
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	4,640,463.30	185,618.53	4,953,546.63	198,141.83
Minneapolis Eastern Railway Company.....	57,854.60	2,306.18	49,635.70	1,985.03
Minneapolis Western Railway Company.....	53,683.33	2,147.33	48,542.13	1,941.68
Minnesota & North Wisconsin Railway Company.....	149,561.08	5,982.44	118,106.27	4,724.25
Minnesota & International Railway Company.....	695,337.31	27,837.49	621,384.88	24,855.40
Big Fork & International Falls Railway Company.....	.....	.....	1,928.37	77.13
Minnesota Transfer Railway Company.....	22,892.05	915.68	14,841.54	593.66
Minneapolis & Rainy River Railway Company.....	134,884.06	5,395.36	177,460.12	7,098.40
Minneapolis, Red Lake & Manitoba Railway Company.....	67,443.27	2,697.73	33,198.75	1,327.95
Northern Pacific Railway Company.....	13,813,399.72	552,535.99	14,436,563.28	577,462.53
Split Rock & Northern Railway Company.....	.....	33.54	.....	..
Stock Yards Terminal Railway Company.....	.....	.....	74,052.50	2,962.10
Wisconsin Central Railway Company.....	276,196.42	11,047.86	287,269.13	1,190.77
Winona Bridge Railway Company.....	13,255.17	530.21	14,575.25	583.01
Totals	\$84,751,846.86	\$3,389,881.14	\$98,888,946.00	\$3,555,557.34

*Includes balance of 1903 earnings taxed on the basis of three per cent.

**Included in Great Northern.

***Not now in existence.

RAILWAY COMPANIES' REPORTS

TO THE

RAILROAD AND WAREHOUSE

COMMISSION

FOR THE

YEAR ENDING JUNE 30, 1908

NOTE—All of these reports are duly varified by the proper officers of the respective companies.

THE CANADIAN NORTHERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. The Canadian Northern Railway Company.
 2. Date of organization. Year 1880.
 3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each state and all amendments thereof.
 4. If a consolidated company, name the constituent companies. Give references to charters of each, and all amendments of same.
- Answers to questions Nos. 3 and 4. Statistical returns for year ending June 30, 1907:
- Nelson Valley Railway & Tr. Company—Can., 1880, c. 57; 1883, c. 69.
 Winnipeg & Hudson Bay Railway & S. S. Company—Can., 1880, c. 59; 1883, c. 69; 1884, c. 70; 1886, c. 73; 1887, c. 81.
 Winnipeg & Hudson Bay Railway Company—Can., 1887, c. 81; 1890, c. 80; 1894, c. 94.
 Winnipeg-Great Northern Railway Company—Can., 1894, c. 94; 1895, c. 8; 1896, c. 40; 1898, c. 10; 1899, c. 57.
 Lake Manitoba Railway & Canal Company—Can., 1889, c. 57; 1890, c. 72; 1892, c. 41; 1895, c. 8, s. 3; 1895, c. 52; 1897, c. 49; 1898, c. 30; 1899, c. 57.
 Manitoba & S. Eastern Railway Company—Can., 1889, c. 60; 1890, c. 77; 1892, c. 46; 1893, c. 53; 1895, c. 55; 1897, c. 53; 1899, c. 75; 1901, c. 52.
 Thunder Bay Col. Railway Company—Ont., 1883, c. 50; 1886, c. 79; 1887, c. 73.
 Port Arthur D. & W. Railway Company—Ont., 1887, c. 73; 1888, c. 75; Can., 1888, c. 84; 1890, c. 76; 1893, c. 59; 1899, c. 80.
 Ontario Railway Company—Ont., 1886, c. 75; Can., 1891, c. 82; 1892, c. 81; 1899, c. 80; 1900, c. 69; 1901, c. 52.
 Morden & N. W. Railway Company—Man., 1901, c. 61; 1902, c. 42; 1902, c. 64; Can., 1902, c. 50, s. 7.
 Western Extension Railway Company—Man., 1903, c. 67; Can., 1903, c. 97, s. 3.
 Canadian Northern Railway Company—Can., 1899, c. 57; 1901, c. 52; 1901, c. 53; 1902, c. 50; 1903, c. 97; 1904, c. 60; 1905, c. 72; 1907, c. 71; 1908, c. 11, 71.

LEASED LINES.

- Northern Pacific & Manitoba Railway Company—Man., 1888, cs. 2, 7; 1889, cs. 17, 18, 19; 1890, cs. 2; 1900, c. 33; 1901, cs. 38, 39; Can., 1889, c. 58; 1899, c. 79; 1901, c. 73; 1901, c. 53.
 Port & N. West. Railway Company—Man., 1899, b. 6, c. 51, 52; 1899, c. 24, s. 35; 1901, c. 38, 39; Can., 1901, c. 53, 73.
 Red River Valley Railway Company—Man., 1887, c. 4; 1888, c. 2, ss. 419; 1888, c. 5; 1889, c. 17, sch. C.; 1889, c. 35, ss. 11, 12; 1892, c. 42.
 Waskada & N. E. Railway Company—Man., 1899, c. 65; 1901, cs. 38, 39; Can., 1901, cs. 53, 73.
 Winnipeg Transfer Company—Man., 1890, c. 65; 1893, c. 27; 1894, cc. 48; 1901, cs. 53, 73.

ALLIED LINE.

Minnesota & Manitoba Railroad Company.

5. Date and authority for each consolidation:
1. Nelson Valley Railway & Hudson Bay Railway & S. S. Company, C., 1883, c. 69.
2. Winnipeg & Hudson Bay Railway & S. S. Company and Winnipeg & Hudson Bay Railway, C., 1887, c. 81.
3. Winnipeg & Hudson Bay Railway & S. S. Company and Winnipeg-Great Northern Railway Company, C. 1894, c. 94.
4. Lake Manitoba Railway Company & Winnipeg-Great Northern Railway and Canadian Northern Railway, C., 1899, c. 57.
5. Thunder Bay Company and Port Arthur D. & W. Railway, C., 1887, c. 73.
6. Port Arthur D. & W. Railway and Ontario R. R. Railway, C., 1899, c. 80.
7. Ontario R. R. Company and Manitoba & S. S. Railway and Canadian Northern Railway, C., 1901, c. 52.
8. Morden & North West Railway and Canadian Northern Railway, C., 1902, c. 50, 57.
9. Western Extension Railway, and Canadian Northern Railway, C., 1903, c. 97.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Wm. MacKenzie.....	Toronto, Ontario.....	Until election of successors.
D. D. Mann.....	Toronto, Ontario.....	
Z. A. Lash.....	Toronto, Ontario.....	
Frederic Nicholls.....	Toronto, Ontario.....	
R. M. Horne-Payne.....	London, England.....	

Date of last meeting of stockholders for election of directors? October 23, 1906.

Total number of stockholders at date of last election? Six.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	Wm. MacKenzie.....	Toronto, Ont.
First vice-president.....	D. D. Mann.....	Toronto, Ont.
Third vice-president.....	D. B. Hanna.....	Toronto, Ont.
Secretary	W. H. Moore.....	Toronto, Ont.
Director and general counsel.....	Z. A. Lash.....	Toronto, Ont.
Chief solicitor.....	Gerard G. Ruel.....	Toronto, Ont.
Assistant solicitor.....	Geo. F. Macdonnel.....	Toronto, Ont.
Chief accountant	J. D. Morton.....	Toronto, Ont.
Auditor	C. E. Friend.....	Winnipeg, Man.
General manager.....	M. H. Macleod.....	Winnipeg, Man.
General superintendent.....	J. R. Camerson.....	Winnipeg, Man.
Division superintendent.....	A. Wilcox.....	Porth Arthur, Ont.
Division superintendent.....	A. E. Warren.....	Winnipeg, Man.
Division superintendent.....	J. W. Dawsey.....	Dauphin, Man.
Division superintendent.....	W. E. Roberts.....	Saskatoon, Sas.
Division superintendent.....	W. A. Brown.....	Edmonton, Alta.
Superintendent of telegraph.....	W. C. Muir.....	Winnipeg, Man.
Manager of telegraph.....	Scott Griffin.....	Toronto, Ont.
Traffic manager	Geo. H. Shaw.....	Winnipeg, Man.
Assistant general freight agent.....	Geo. Stephen.....	Winnipeg, Man.
Assistant general passenger agent.....	C. W. Cooper.....	Winnipeg, Man.
Manager of express.....	Scott Griffin.....	Toronto, Ont.
Superintendent of express.....	W. C. Muir.....	Winnipeg, Man.
Land commissioner	A. D. Davidson.....	Toronto, Ont.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, D. B. Hanna; title, third vice president; address, Toronto, Ontario.

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ROAD OPERATED—STATE OF MINNESOTA *
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Road Named
	From	To		
2. The Minnesota & Manitoba R. R.	International Boundary.....	International Boundary.....	43.70	43.70
3. The Minnesota & Manitoba R. R.	International Boundary.....	International Boundary.....	43.70	43.70

(Page 89.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE
STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The Canadian Northern Express Company operates over all mileage, the respondent company receiving 40 per cent of its gross earnings.

3. The respondent company operates its own sleeping and dining cars.

7. The Canadian Northern Telegraph Company owns the telegraph lines of the respondent company's right of way. As the telegraph company is owned by the respondent company the earnings of the telegraph company go to the respondent company.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	64	552,139	552,203	46.88
Flour	194	11,252	11,446	.97
Other mill products	159	3,484	3,643	.30
Hay	54	2,701	2,755	.23
Tobacco				
Cotton				
Fruit and vegetables	44	1,068	1,112	.09
Other products of agriculture				
Total	515	570,644	571,159	48.27
Products of Animals—				
Live stock	102	701	803	.07
Dressed meats	4	503	507	.04
Other packing house products	46	685	731	.06
Poultry, game and fish	1	182	183	.02
Wool				
Hides and leather	10	97	107	
Other products of animals				
Total	163	2,168	2,331	.19
Products of Mines—				
Anthracite coal		55,046	55,046	4.65
Bituminous coal		128,577	128,577	10.87
Coke		587	587	.05
Ores				
Stone, sand and other like articles	20	521	541	.05
Other products of mines				
Total	20	184,731	184,751	15.62
Products of Forests—				
Lumber	127,543	138,514	266,057	22.50
Other products of forests				
Total	127,543	138,514	266,057	22.50
Manufactures—				
Petroleum and other oils	54	4,686	4,740	.40
Sugar	4	6,591	6,595	.56
Naval stores				
Iron, pig and bloom		1,020	1,020	.09
Iron and steel rails		53,999	53,999	4.57
Other castings and machinery	5	1,437	1,442	.12
Bar and sheet metal		284	284	.02
Cement, brick and lime	16	9,589	9,605	.81
Agricultural implements	33	3,688	3,721	.32
Wagons, carriages, tools, etc.	11	744	755	.06
Wines, liquors and beers	284	3,190	3,474	.29
Household goods and furniture	210	1,710	1,926	.16
Other manufactures				
Total	623	86,938	87,561	7.40
Merchandise	116	36,803	36,919	3.12
Miscellaneous—				
Other commodities not mentioned above ..	650	33,635	34,285	2.90
Total tonnage—State	129,630	1,053,433	1,183,063	100.00
Total tonnage—Entire line			2,615,580	

THE MINNESOTA & MANITOBA RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. The Minnesota & Manitoba Railroad Company.
2. Date of organization. March 1, 1899.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.
7. What carrier operates the road of this company? The Canadian Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Hector Baxter.....	Minneapolis, Minn.....	} Until election of successors.
C. H. Childs.....	Minneapolis, Minn.....	
D. W. Knowlton.....	Minneapolis, Minn.....	
C. E. Sanford.....	Minneapolis, Minn.....	
E. W. Hawley.....	Minneapolis, Minn.....	

Date of last meeting of directors? May 30, 1899.

Total number of stockholders at date of last election? Five.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	Hector Baxter.....	Minneapolis, Minn.
Secretary	C. W. Hawley.....	Minneapolis, Minn.
Chief accountant	John D. Morton.....	Toronto, Ont.
Attorney or general counsel.....	Hector Baxter.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, D. B. Hanna; title, third vice president; address, Toronto, Ontario.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

The only contract is the lease to the Canadian Northern Railway Company, which operates this line with respect to all traffic.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Chicago & Northwestern Railway Company.

2. Date of organization. June 7, 1859.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under act of Illinois legislature, approved February 19, 1859, and under act of Wisconsin legislature, approved March 14, 1859. Certificate made June 6, 1859.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Other companies have been consolidated with the Chicago & Northwestern Railway Company as follows:

Name of Company	State	Charter or Organization Under General Laws
Dixon, Rockford & Kenosha Ry. Co.....	Ill. and Wis...	Organized Jan. 16, 1864.
Galena & Chicago Union R. R. Co.....	Illinois.....	Chartered by act of Ill., Jan. 16, 1836. Amended by act of Ill., Mar. 4, 1837. Amended by act of Ill., Feb. 24, 1847. Amended by act of Ill., Feb. 11, 1853. Amended by act of Ill., Feb. 25, 1854. Amended by act of Ill., Feb. 15, 1855.
Peninsular Railroad Co.....	Michigan.....	Organized Feb. 3, 1862.
Beloit & Madison R. R. Co.....	Wisconsin.....	Chartered by act of Wis. Feb. 18, 1852.
Baraboo Air Line R. R. Co.....	Wisconsin.....	Chartered by act of Wis. Mar. 8, 1870. Amended by act of Wis. Jan. 31, 1871.
La Crosse, Trempealeau & Prescott RR Co	Wisconsin.....	Chartered by act of Wis. Mar. 6, 1857. Amended by act of Wis. Apr. 4, 1864.
Menominee River R. R. Co.....	Michigan.....	Organized Feb. 9, 1875.
Escanaba & Lake Superior Ry. Co.....	Michigan.....	Organized Nov. 24, 1880.
Elgin & State Line R. R. Co.....	Illinois.....	Chartered by act of Ill. Feb. 12, 1859.
Chicago, Milwaukee & North-Western.....	Ill. & Wis.....	Organized Mar. 19, 1881.

5. Date and authority for consolidations.

Date of Consolidation	Companies Acquired by Consolidation	Authority for Consolidation
Jan. 19, 1864	Dixon, Rockford & Kenosha R. R. Co.....	General railroad law.
June 2, 1864	Galena & Chicago Union R. R. Co.....	Authority conferred by charter.
Oct. 21, 1864	Peninsular R. R. Co.....	General railroad law.
Jan. 10, 1871	Beloit & Madison R. R. Co.....	Authority conferred by charter.
Mar. 10, 1871	Baraboo Air Line R. R. Co.....	Authority conferred by charter.
June 6, 1877	La Crosse, Trempealeau & Prescott R. R. Co.....	Authority conferred by charter.
July 1, 1882	Menominee River R. R. Co.....	General railroad law.
July 1, 1882	Escanaba & Lake Superior Ry. Co.....	General railroad law.
June 7, 1883	Elgin & State Line R. R. Co.....	Authority conferred by charter.
June 7, 1883	Chicago, Milwaukee & North-Western Ry. Co...	General railroad law.

The property and franchise of other companies have been acquired by the Chicago & North-Western Railway Company by purchase, as follows:

Date of Organization	COMPANIES	Date of Purchase	Authority for Purchase
April 4, 1882	Galesville & Mississippi River R. R. Co., Wisconsin.	Mar. 16, 1883	General railroad law.
April 18, 1880	Rock River R. R. Co., Wisconsin.	Mar. 16, 1883	General railroad law.
Mar. 26, 1886	Chicago, Iowa & Nebraska R. R. Co., Iowa.	July 1, 1884	General railroad law.
Jan. 14, 1859	Cedar Rapids & Missouri River R. R. Co., Iowa.	July 2, 1884	General railroad law.
June 10, 1876	Maple River R. R. Co., Iowa.	July 3, 1884	General railroad law.
July 31, 1872	Stanwood & Tipton Ry. Co., Iowa.	Oct. 24, 1884	General railroad law.
Mar. 2, 1870	Iowa Midland Ry. Co., Iowa.	Oct. 24, 1884	General railroad law.
July 2, 1883	Ott., C. F. & St. Paul Ry. Co., Iowa.	Oct. 24, 1884	General railroad law.
June 18, 1880	Iowa Southwestern Ry. Co., Iowa.	Oct. 24, 1884	General railroad law.
Aug. 1, 1870	Des Moines & Minnesota R. R. Co., Iowa.	Oct. 24, 1884	General railroad law.
April 15, 1886	Maple Valley Ry. Co., Iowa.	May 4, 1887	General railroad law.
April 13, 1887	Janesville & Evansville Ry. Co., Wisconsin.	May 4, 1887	General railroad law.
Jan. 13, 1887	Sioux Valley Ry. Co., Iowa.	Nov. 2, 1887	General railroad law.
Aug. 18, 1873	Iowa Ry. Coal & Manufacturing Co., Iowa.	Nov. 2, 1887	General railroad law.
Oct. 30, 1886	Linn Co. Ry. Co., Iowa.	Nov. 2, 1887	General railroad law.
Feb. 15, 1884	Northern Illinois Ry. Co., Illinois.	June 7, 1888	General railroad law.
Oct. 8, 1886	Iron River Ry. Co., Michigan.	June 7, 1888	General railroad law.
Aug. 13, 1887	Lake Geneva & State Line Ry. Co., Wisconsin.	June 10, 1889	Act of Illinois, June 30, 1885.
Aug. 8, 1887	Iron Range Ry. Co., Michigan.	June 10, 1889	Act of Illinois, June 30, 1885.
June 15, 1889	Toledo & Northwestern Ry. Co., Iowa.	June 10, 1889	Act of Michigan, Feb. 27, 1889.
Jan. 7, 1889	Junction Ry. Co., Illinois.	June 6, 1890	General railroad law.
May 28, 1890	Paint River Ry. Co., Michigan.	June 4, 1891	General railroad law.
Dec. 11, 1875	Milwaukee, Lake Shore & Western Ry. Co., Wisconsin and Michigan.	June 4, 1891	Act of Illinois, June 30, 1885.
Feb. 11, 1896	Wisconsin Northern Ry. Co., Wisconsin.	Aug. 19, 1893	Act of Michigan, Feb. 27, 1889.
Mar. 10, 1862	Winona & St. Peter, Minnesota, South Dakota and North Dakota.	Sept. 10, 1897	General railroad law.
July 22, 1898	Iowa, Minnesota & Northwestern Ry. Co., Iowa.	June 7, 1900	General railroad law.
Oct. 3, 1898	Boyer Valley Ry. Co., Iowa.	June 8, 1900	General railroad law.
Nov. 11, 1898	Minnesota & Iowa Ry. Co., Minnesota.	June 8, 1900	General railroad law.
Jan. 16, 1899	Boone County Ry. Co., Iowa.	June 8, 1900	General railroad law.
May 8, 1899	Harlan & Kirkman Ry. Co., Iowa.	June 8, 1900	General railroad law.
Mar. 27, 1900	Southern Iowa Ry. Co., Iowa.	June 8, 1901	General railroad law.
Nov. 12, 1900	Princeton & Northwestern Ry. Co., Wisconsin.	June 8, 1901	General railroad law.
June 7, 1900	Peoria & Northwestern Ry. Co., Illinois.	June 8, 1901	General railroad law.
Aug. 1, 1894	Sioux City & Pacific R. R. Co., Iowa and Nebraska.	Aug. 28, 1901	General railroad law.
July 9, 1901	Minnesota Western Ry. Co., Minnesota.	July 16, 1902	General railroad law.
Jan. 26, 1869	Fremont, Elkhorn & Missouri Valley R. R. Co., Nebraska, South Dakota and Wyoming.	Feb. 28, 1903	General railroad law.
May 20, 1881	Chicago, Iowa & Dakota Ry. Co., Iowa.	Oct. 1, 1903	General railroad law.
Aug. 23, 1902	Chicago Northern Ry. Co., Illinois.	Dec. 31, 1903	General railroad law.
Dec. 27, 1894	Chicago, Iowa & Minnesota Ry. Co., Iowa.	Dec. 31, 1904	General railroad law.

The following named Companies are controlled by the C. & N. W. Ry. Co., by ownership of capital stock and no distinction is made in this report by reason of their separate incorporation in matters pertaining to their operation.

Name of Company	Where Organized	Charter or Organization
Princeton & Western Ry. Co.....	Wisconsin.....	Organized Aug. 1, 1883
Florence County Ry. Co.....	Wisconsin.....	Organized Aug. 26, 1898
DePue, Ladd & Eastern Ry. Co.....	Illinois.....	Organized July 14, 1888
Milwaukee & State Line Ry. Co.....	Wisconsin.....	Organized Feb. 4, 1905
Manitowoc, Green Bay & North-Western Ry. Co.....	Wisconsin.....	Organized Nov. 17, 1904
Wolf River Valley Ry. Co.....	Wisconsin.....	Organized June 11, 1906

LEASED LINES

St. Paul Eastern Grand Trunk Ry. Co.....	Wisconsin.....	Organized Sept 3, 1879
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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
W. K. Vanderbilt.....	New York, N. Y.....	October, 1908
F. W. Vanderbilt.....	New York, N. Y.....	October, 1908
H. McK. Twombly.....	New York, N. Y.....	October, 1908
Byron L. Smith.....	Chicago, Ill.	October, 1908
Cyrus H. McCormick.....	Chicago, Ill.	October, 1908
Chauncey Keep.....	Chicago, Ill.	October, 1908
Chauncey M. Depew.....	New York, N. Y.....	October, 1909
Samuel F. Barger.....	New York, N. Y.....	October, 1909
James C. Fargo.....	New York, N. Y.....	October, 1909
H. C. Frick.....	Pittsburgh, Pa.	October, 1909
David P. Kimball.....	Boston, Mass.	October, 1909
E. E. Osborn.....	New York, N. Y.....	October, 1909
Marvin Hughitt.....	Chicago, Ill.	October, 1910
Frank Work.....	New York, N. Y.....	October, 1910
James Stillman.....	New York, N. Y.....	October, 1910
Oliver Ames.....	Boston, Mass.	October, 1910
Zenas Crane.....	Dalton, Mass.	October, 1910

TEN LARGEST HOLDERS OF VOTING SECURITIES, OCTOBER 17, 1907.

(Date of last stockholders' meeting.)

Names.	Address.	Number of Votes.	Par Value of Stock Held.	
			Common.	Prefd.
Henry C. Frick.....	Pittsburgh, Pa... 43,000		3,700,000	600,000
W. K. Vanderbilt.....	New York, N. Y. 87,000		1,250,000	3,450,000
Frank Work.....	New York, N. Y. 35,918		3,491,800	100,000
J. W. Davis & Co.....	New York, N. Y. 21,100		2,080,000	30,000
The treasurer of the American Express Co.	New York, N. Y. 17,775		1,477,500	300,000
F. W. Vanderbilt.....	New York, N. Y. 17,250		725,000	1,000,000
Marshall Field.....	Chicago, Ill. 14,850		1,275,000	210,000
Oliver Ames, Samuel Carr and Oliver W. Mink, as trustees....	Boston, Mass. ...A12,864		1,270,600	15,800
Alice G. Vanderbilt, Alfred G. Vanderbilt, William K. Vanderbilt, Chauncey M. Depew and Edw. W. W. Rossiter, trustees under will of Cornelius Vanderbilt	New York, N. Y. B12,650		357,800	907,200
Alice G. Vanderbilt, executrix, Alfred G. Vanderbilt, William K. Vanderbilt, Chauncey M. Depew, Edw. W. W. Rossiter, executors under will of Cornelius Vanderbilt	New York, N. Y. 12,255		607,700	617,800

Date of last meeting of stockholders for election of directors? October 17, 1907.

Total number of stockholders at date of last meeting? 6,040.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? The Chicago & Northwestern Railway Company consolidated sinking fund bonds of 1915 have voting rights contingent upon registration for that purpose.

The person appearing on the voting bond register of this company as the holder of the bond at the time of any meeting of the stockholders of the company, will be entitled to one vote at such meeting, for every \$100 of the par amount of the bond.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? Yes.

A. In trust for:

Oliver Ames.....	715
Mary S. Ames.....	1,440
F. Lothrop Ames.....	2,395
John S. Ames.....	2,780
Helen A. Hooper.....	426
Trustees under will of Fred L. Ames	5,108

B. In trust for:

Alfred G. Vanderbilt.....	3,012
Reginald C. Vanderbilt.....	3,012
Gertrude V. Whitney.....	3,012
Cornelius Vanderbilt.....	602
Gladys M. Vanderbilt.....	3,012

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OFFICERS.

Title.	Name.	Official Address.
President	Marvin Hughitt.....	Chicago, Ill.
Vice-president	Eugene E. Osborn.....	New York, N. Y.
Vice-president, oper. and maint.....	W. A. Gardner.....	Chicago, Ill.
Vice-president, traffic	H. R. McCullough.....	Chicago, Ill.
Vice-president, accounting	M. M. Kirkman.....	Chicago, Ill.
Vice-president, construction	J. M. Whitman.....	Chicago, Ill.
Secretary	E. E. Osborn.....	New York, N. Y.
Treasurer	R. H. Williams.....	New York, N. Y.
General counsel	Lloyd W. Eowers.....	Chicago, Ill.
Auditor	J. B. Redfield.....	Chicago, Ill.
General manager	R. H. Aishton.....	Chicago, Ill.
Assistant general manager.....	W. D. Cantillon.....	Chicago, Ill.
Chief engineer	E. E. Carter.....	Chicago, Ill.
General superintendent	W. E. Morse.....	Chicago, Ill.
Division superintendent, Minn. Llnes.....	E. G. Schevenell.....	Winona, Minn.
Division superintendent, Minn. Llnes.....	F. R. Moulton.....	Huron, S. D.
Superintendent of telegraph.....	G. W. Dailey.....	Chicago, Ill.
Freight traffic manager.....	M. Hughitt, Jr.....	Chicago, Ill.
Passenger traffic manager.....	W. B. Kniskern.....	Chicago, Ill.
General freight agent.....	E. D. Brigham.....	Chicago, Ill.
Assistant general freight agent.....	Frank P. Eyman.....	Chicago, Ill.
General passenger agent.....	C. A. Cairns.....	Chicago, Ill.
Assistant general passenger agent.....	J. L. Ferguson.....	Chicago, Ill.
General ticket agent.....	C. A. Cairns.....	Chicago, Ill.
Asisstant general ticket agent.....	J. L. Ferguson.....	Chicago, Ill.
General baggage agent.....	H. G. Graves.....	Chicago, Ill.
Land commissioner.....	J. F. Cleveland.....	Chicago, Ill.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, J. B. Redfield; title, auditor; address, Chicago, Ill.

ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles for Line of Each Class of Road Named
	From	To		
Lines chartered as or consolidated with Chicago & North- western Railway Co.....	Winona, Minnesota.....	State Line.....	277.03	
	Tracy, Minnesota.....	State Line (Gary).....	58.00	
	Tyler, Minnesota.....	State Line.....	95.40	
	Iowa State Line.....	Sauborn.....	59.30	
	Sauborn.....	Vesta.....	53.33	
	Iowa State Line.....	Fox Lake, Minnesota.....	8.75	
	Iowa State Line.....	Elmore.....	25.58	
	Mankato Jet.....	Mankato.....	24.48	
	Mankato.....	New Ulm.....	24.48	
	Sleepy Eye.....	Redwood Falls.....	15.01	
	Rochester.....	Zumbrota.....	11.46	
	Eyota.....	Platteville.....	45.82	
	Eyota.....	Chaffee.....		
	Evan.....	Marshall.....		
Total Mileage Operated.....				650.30

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. No extensions of road have been put in operation during the year in Minnesota.

2. No decrease of mileage by line being straightened or abandoned.

3. New and increased yard facilities have been provided, including a new freight yard at Winona, Minn. New buildings have been erected as follows: At Winona, Minn., coaling plant and clinker pit; at Waseca, Minn., new engine house and facilities and a new turntable; at Tracy, Minn., new engine house and facilities and a new water purifying plant; at Lake Benton, Minn., new water purifying plant. Other buildings of minor importance were erected at other places. New permanent bridges have been erected to replace others of less substantial character and the condition of the railway property in general has been improved for the safety of travel.

4. No leases taken or surrendered.

5. No consolidations or reorganizations effected in Minnesota.

7. The decrease in the funded debt during the year is made up as follows:

Decrease:	
Dakota Central Ry. Co. (W. & St. P. Con.) bonds.....	\$1,065,000.00
Dakota Central Ry. Co. (So. East Div.) bonds.....	2,000,000.00
W. & St. P. R. R., second mortgage bonds.....	1,592,000.00
C. & N. W. Ry. 50-year debentures.....	105,000.00
C. & N. W. Ry. 5 per cent of 1879.....	212,000.00
C. & N. W. Ry. 6 per cent of 1879.....	60,000.00
M. L. S. & W. Ry. convertible debentures.....	291,000.00
Decrease	\$5,325,000.00
Increase:	
C. & N. W. Ry. Co. general mortgage gold bonds of 1987, due from trustee for bonds retired.....	5,034,000.00
Net decrease	\$291,000.00
8. Changes during the year in "stocks owned" are as follows:	
Decrease:	
Dakota Central Ry. Co. stock.....	\$250,000.00
Consolidation Coal Co. stock (old company).....	600,000.00
Decrease	\$850,000.00
Increase:	
Union Pacific R. R. preferred stock.....	\$71,500.00
St. Paul East. Grand Trunk Ry. stock.....	500.00
C. & N. W. Ry. common stock.....	3,525.00
Consolidation Coal Co. stock (new company).....	400,000.00
Increase	475,525.00
Net decrease	\$374,475.00
Changes during the year in "bonds owned" are as follows:	
Increase:	
C. & N. W. Ry. Co. general golds bonds of 1987, due from trustee for bonds retired.....	\$5,034,000.00
Decrease:	
Consolidated S. F. of 1879, 6 per cent.....	\$60,000.00
Consolidated S. F. of 1879, 5 per cent.....	75,000.00
M. L. S. & W. Ry. debentures of 1907.....	289,000.00
Peoria & Pekin Union Ry. debentures.....	6,000.00
Decrease	430,000.00
Net increase	\$4,604,000.00
Sinking fund accounts have changed as follows:	
Increase:	
Sinking fund installments paid.....	\$655,850.00
Accretions to sinking funds.....	247,561.02
Total	\$903,411.02

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE
STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

2. None but the usual orders of the postoffice department.

4. The cars of all transportation companies are allowed to run over this company's lines, paying the regular rates and receiving mileage and their freight having no preference over other freight of like class.

5. With the Chicago, Milwaukee & St. Paul Railway Company, dated April 23, 1908. By this agreement the Chicago, Milwaukee & St. Paul Railway Company obtains the right to construct a cross-over switch track at Winona, Minn., to connect with Chicago & Northwestern Railway Company track and to switch cars to and from Bay State Milling Company on Chicago & Northwestern tracks, paying this company for each car switched an amount equal to the charge which would have been made by this company for doing the same switching for the Chicago, Milwaukee & St. Paul Railway Company. Settlements monthly. May be terminated by either party on sixty days' written notice.

6. This company has no contracts with steamboat or steamship companies.

8. None but the usual contracts for the use of telephones owned by telephone companies.

Note: A copy of the contract with the Chicago, Milwaukee & St. Paul Railway Company, dated April 23, 1908, described under No. 5 is sent with this report.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Products of Agriculture—				
Grain	181,649	62,740	244,389	36.22
Flour	38,845	4,045	42,890	6.36
Other mill products	9,576	2,060	11,636	1.72
Hay	9,068	214	9,282	1.38
Tobacco				
Cotton				
Fruit and vegetables	1,779	712	2,491	.37
Other products of agriculture	20,299	2,252	22,551	3.34
Total	261,216	72,023	333,239	49.39
Products of Animals—				
Live stock	56,243	1,691	57,934	8.59
Dressed meats				
Other packing house products	152		152	.01
Poultry, game and fish	780	10	790	.12
Wool	149	134	283	.04
Hides and leather	663	21	684	.10
Other products of animals	4,766	48	4,814	.72
Total	62,753	1,904	64,657	9.58
Products of Mines—				
Anthracite coal	79	5,564	5,643	.84
Bituminous coal	391	43,592	43,983	6.52
Coke	46	1,012	1,058	.16
Ores				
Stone, sand and other like articles	33,292	1,280	34,572	5.12
Other products of mines	2,080	6,406	8,486	1.26
Total	35,888	57,854	93,742	13.90
Products of Forests—				
Lumber	11,151	20,761	31,912	4.73
Other products of forests	4,463	13,108	17,571	2.60
Total	15,614	33,869	49,483	7.33
Manufactures—				
Petroleum and other oils		6,257	6,257	.93
Sugar				
Naval stores		9	9	
Iron, pig and bloom		256	256	.04
Iron and steel rails		190	190	.03
Other castings and machinery	2,051	1,528	3,579	.53
Bar and sheet metal	486	609	1,095	.16
Cement, brick and lime	14,196	13,169	27,365	3.02
Agricultural implements	749	3,272	4,021	.60
Wagons, carriages, tools, etc.	1,319	361	1,680	.25
Wines, liquors and beers	3,441	1,500	4,941	.73
Household goods and furniture	1,490	454	1,944	.29
Other manufactures	2,291	5,058	7,349	2.12
Total	26,023	32,663	58,686	8.70
Merchandise	31,559	25,292	56,851	8.43
Miscellaneous—				
Other commodities not mentioned above.	12,495	5,541	18,036	2.67
Total tonnage—State	445,548	229,146	674,694	100.00
Total tonnage—Entire line	25,577,114	5,023,178	30,600,292	100.00

THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. The Chicago, Burlington & Quincy Railroad Company.
2. Date of organization. Charter act passed February 14, 1855.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Illinois.
- 4 and 5. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Aurora Branch R. R. Co., charter February 12, 1849; amended June 22, 1852, (name changed to Chicago & Aurora R. R. Co.); amended February 14, 1855, changing name to Chicago, Burlington & Quincy R. R. Co.

Central Military Tract R. R., charter February 15, 1851; amended June 19, 1852 and February 11, 1853; consolidated with the C. B. & Q. R. R. Co., July 9, 1856.

Peoria & Aquawka R. R. Co., charter February 12, 1849; amended February 10, 1851, June 22, 1852, February 8, 1853, February 21, 1861, (changing name to Logansport, Peoria & Burlington R. R. Co.); master sale October 29, 1862, March 8, 1864; name changed to Peoria & Burlington R. R. Co., consolidated with the C. B. & Q. R. R. Co. June 24, 1864.

Northern Cross R. R., charter April 13, 1849; amended February 1, 1851, June 11, 1852, June 21, 1852, February 10, 1853, February 10, 1857; name changed to Quincy & Chicago R. R. Co.; masters sale April 28, 1864, and conveyed to the C. B. & Q. R. R. Co. July 30, 1865.

Burlington & Missouri River R. R., incorporated January 15, 1850, and the Burlington & Missouri River R. R. in Nebraska incorporated May 12, 1869; consolidated with the C. B. & Q. R. R. Co. January 1, 1880.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Geo. F. Baker.....	New York, N. Y.....	November 4, 1908
Geo. C. Clark.....	New York, N. Y.....	November 4, 1908
Wm. P. Clough.....	New York, N. Y.....	November 4, 1908
Geo. B. Harris.....	Chicago, Ill.....	November 4, 1908
Jas. J. Hill.....	St. Paul, Minn.....	November 4, 1908
John J. Mitchell.....	Chicago, Ill.....	November 4, 1908
Darius Miller.....	Chicago, Ill.....	November 4, 1908
Norman B. Ream.....	New York, N. Y.....	November 4, 1908
John F. Talmage.....	New York, N. Y.....	November 4, 1908
Samuel Thorne.....	New York, N. Y.....	November 4, 1908
James W. Hill.....	New York, N. Y.....	November 4, 1908

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Name.	Address.	Number of Votes.	Common.
The Standard Trust Co. of New York, trustee	New York City..	1,076,130	\$107,613,000
Morton H. Niles.....	New York City..	7,333	733,300
Nicholas Stockhammer	New York City..	7,255	725,500
Chas. W. Harkness.....	New York City..	3,030	303,000
New York Life Insurance & Trust Co., trustee	New York City..	2,133	213,300
Augustus C. Dowling estate.....	New York City..	1,375	137,500
Edw. S. Harkness.....	New York City..	1,010	101,000
Henry Hamill, Jr.....	New York City..	650	65,000
Henry Graves	Chicago, Ill.	550	55,000
Mrs. Mary T. Leiter.....	Chicago, Ill.	500	50,000

Date of last meeting of stockholders for election of directors? November 6, 1907.

Total number of stockholders at date of last election? 399.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? Yes.

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OFFICERS.

Title.	Name.	Official Address.
President	Geo. B. Harris.....	Chicago, Ill.
Assistant to president.....	W. W. Baldwin.....	Burlington, Ia.
First vice-president.....	D. Miller.....	Chicago, Ill.
Second vice-president	D. Willard.....	Chicago, Ill.
Third vice-president	T. S. Howland.....	Chicago, Ill.
Secretary	T. S. Howland.....	Chicago, Ill.
Treasurer	T. S. Howland.....	Chicago, Ill.
General counsel	J. W. Blythe.....	Burlington, Ia.
General solicitor.....	C. M. Dawes.....	Chicago, Ill.
General solicitor.....	J. E. Kelby.....	Omaha, Neb.
General solicitor.....	O. M. Spencer.....	St. Joseph, Mo.
General auditor	C. I. Sturgis.....	Chicago, Ill.
Assistant general auditor.....	Geo. B. Dunbar.....	Chicago, Ill.
Auditor.....	W. P. Durkee.....	Omaha, Neb.
General manager	F. E. Ward.....	Chicago, Ill.
General manager	G. W. Holdrege.....	Omaha, Neb.
Chief engineer	T. E. Calvert.....	Chicago, Ill.
General superintendent	H. D. Judson.....	Chicago, Ill.
General superintendent	W. B. Throop.....	Burlington, Ia.
General superintendent	F. H. Ustick.....	St. Louis, Mo.
General superintendent	H. E. Bryam.....	Lincoln, Neb.
General superintendent	L. B. Allen.....	Alliance, Neb.
Superintendent of telegraph.....	W. W. Ryder.....	Chicago, Ill.
Freight traffic manager.....	G. H. Crosby.....	Chicago, Ill.
General freight agent.....	W. B. Hamblin.....	Chicago, Ill.
General freight agent.....	W. Gray.....	St. Louis, Mo.
General freight agent.....	C. E. Spens.....	Omaha, Neb.
Assistant general freight agent.....	K. R. Puffer.....	Chicago, Ill.
Assistant general freight agent.....	Geo. Morton.....	Chicago, Ill.
Assistant general freight agent.....	H. H. Holcomb.....	Chicago, Ill.
Assistant general freight agent.....	G. P. Lyman.....	St. Paul, Minn.
Assistant general freight agent.....	A. L. West.....	St. Joseph, Mo.
Assistant general freight agent.....	A. B. Smith.....	Omaha, Neb.
Assistant general freight agent.....	F. Montmorency.....	Omaha, Neb.
Assistant general freight agent.....	W. W. Johnston.....	Omaha, Neb.
Assistant general freight agent.....	W. A. Holley.....	Chicago, Ill.
Assistant general freight agent.....	W. H. Hill.....	Kansas, City, Mo.
Passenger traffic manager.....	P. S. Eustis.....	Chicago, Ill.
General passenger agent.....	Jno. Francis.....	Chicago, Ill.
General passenger agent.....	L. W. Wakeley.....	Omaha, Neb.
Assistant general passenger agent.....	F. E. Bell.....	Chicago, Ill.
Assistant general passenger agent.....	W. A. Lalor.....	St. Louis, Mo.
Assistant general passenger agent.....	J. E. Buckingham.....	Omaha, Neb.
General baggage agent.....	John DeWitt.....	Chicago, Ill.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, C. I. Sturgis; title, general auditor; address, Chicago, Ill.

ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Road Named
	From	To		
1. B. Chicago, Burlington & Quincy Railroad.....	Various.....	Various.....		23.61
5. Winona Bridge Railway.....	East Winona, Wisconsin.....	Winona, Minnesota.....	.45	
St. Paul Union Depot Co.....	St. Paul, Minnesota.....	Winona, Minnesota.....	.53	
Great Northern Railway.....	St. Paul, Minnesota.....	Minneapolis.....	11.65	
Minneapolis Union Railway.....	Minneapolis.....	Minneapolis.....	2.21	
Total.....				14.84
				38.45

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

4. The lease of the Chicago, Burlington & Quincy Railroad to the Chicago, Burlington & Quincy Railway Company was surrendered at midnight June 30, 1907.

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**CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE
STATE OF MINNESOTA.**

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

5. G. B. & W. Railway Company use of terminal facilities at Winona, Minn. G. B. & W. pay as rental $\frac{1}{2}$ of 6 per cent of \$181,328.83.

CHICAGO GREAT WESTERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Chicago Great Western Railway Company. A. B. Stickney and Charles H. F. Smith appointed receivers January 8, 1908, by United States circuit court.

2. Date of organization. January 5, 1892. Receivers took possession January 8, 1908.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under general laws of state of Illinois. Articles of incorporation filed with secretary of state for the state of Illinois January 16, 1892.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. The Minnesota & Northwestern Railroad Company was incorporated March 5, 1854, by special act of the territory of Minnesota and special acts amendatory thereof by the state of Minnesota. The Chicago, St. Paul & Kansas City Railway Company was incorporated May 26, 1886, under general laws of the state of Iowa. The Chicago, St. Paul & Kansas City Railway Company and Minnesota & Northwestern Railway Company were consolidated in December, 1887. The Chicago Great Western Railway Company was organized for the purpose of reorganizing the Chicago, St. Paul & Kansas City Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Ansel Oppenheim	31 Nassau St., New York City.	September 3, 1908
H. E. Fletcher.....	Minneapolis, Minn.	September 3, 1908
T. H. Wheeler.....	New York, N. Y.	September 3, 1908
S. C. Stickney.....	St. Paul, Minn.	September, 1909
R. C. Wight.....	St. Paul, Minn.	September, 1909
J. W. Lusk.....	St. Paul, Minn.	September, 1909
A. B. Stickney.....	St. Paul, Minn.	September, 1910
F. Weyerhauser	St. Paul, Minn.	September, 1910
C. O. Kalman.....	St. Paul, Minn.	September, 1910
A. B. Stickney.....	} Receivers.	
Chas. H. F. Smith. }		

TEN LARGEST HOLDERS OF VOTING SECURITIES.

(At date of annual meeting, September 5, 1907.)

Name and Address.	Number of Votes.	Common.	Preferred.
Stephen Tilton, 222 Broadway, New York.....	25,344	\$260,000	\$2,274,400
A. Keyser & Co., London, England.....	20,115	552,000	1,459,500
Robert Benson & Co., London, England.....	13,509	225,000	1,125,900
Metropolitan Insurance Co., New York City.....	19,239	.....	1,923,900
Interstate Investment Trust, Ltd., St. Paul, Minn..	16,835	.....	1,683,500
G. T. Meyer, 31 Nassau St., New York.....	16,150	682,000	933,000
Henry Clews & Co., New York City.....	14,332	1,268,200	165,000
Robert Cecil Noakes, London, England.....	13,293	615,000	714,300
J. S. Bache Co., 42 Broadway, New York.....	12,987	1,082,700	216,000
H. R. Wilson, New York City.....	12,644	344,700	919,700

Date of last meeting of stockholders for election of directors? September 5, 1907.

Total number of stockholders at date of last election? 6,683.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees?

Not as far as I know.

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OFFICERS.

Title.	Name.	Official Address.
Chairman of the board.....	A. B. Stickney.....	St. Paul, Minn.
Receivers	A. B. Stickney and Chas. H. F. Smith..	St. Paul, Minn.
President	A. B. Stickney.....	St. Paul, Minn.
First vice-president.....	Ansel Oppenheim....	31 Nassau St., New York City.
Second vice-president.....	S. C. Stickney.....	St. Paul, Minn.
Third vice-president.....	L. S. Cass.....	St. Paul, Minn.
Secretary	R. C. Wight.....	St. Paul, Minn.
Treasurer	R. O. Barnard.....	St. Paul, Minn.
Attorneys for receivers.....	Davis, Kellogg and Severence	St. Paul, Minn.
General attorney	A. G. Briggs.....	St. Paul, Minn.
General auditor.....	C. O. Kalman.....	St. Paul, Minn.
General manager	S. C. Stickney.....	St. Paul, Minn.
Chief engineer	W. H. Chadbourne...	St. Paul, Minn.
General superintendent.....	O. Cornelisen.....	St. Paul, Minn.
Division superintendent.....	C. E. Dafee.....	St. Paul, Minn.
General claim agent and tax comm'r.....	Jno. L. Pratt.....	St. Paul, Minn.
Division superintendent.....	W. B. Cansey.....	Chicago, Ill.
Division superintendent.....	C. S. Weston.....	Des Moines, Ia.
Superintendent of telegraph.....	A. T. Hollenbeck....	St. Paul, Minn.
Traffic manager	L. S. Cass.....	St. Paul, Minn.
General freight agent.....	W. E. Pinckney.....	St. Paul, Minn.
Assistant general freight agent.....	Geo. F. Thomas.....	St. Paul, Minn.
General passenger agent.....	Jas. P. Elmer.....	St. Paul, Minn.
Assistant general passenger agent.....	R. F. Malone.....	St. Paul, Minn.
General baggage agent.....	G. T. Spliman.....	Chicago, Ill.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, C. O. Kalman; title, general auditor; address, St. Paul, Minn.

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ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles for of Line for Each Road Named	Miles of Line for Each Class of Road Named
	From	To		
1. A. Chicago Great Western Railway.....	Minneapolis.....	Iowa State Line.....	116.68	
B. Mantorville Branch.....	Eden.....	Mantorville.....	69.5	
5. Minneapolis & St. Louis Railroad.....	In Minneapolis.....		12	117.63
St. Paul & Northern Pacific Railway.....	Minneapolis.....	St. Paul.....	9.80	
St. Paul Union Depot.....	In St. Paul.....		.69	106.1
Total.....				128.24

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

6. \$1,674,000.00 4 per cent debenture stock issued July, 1907, account sale of \$2,000,000.00 shown as sold in last year's report.

8. No changes except amount of first mortgage bonds of Minnesota Transfer Railway Company increased \$18,000.00.

9. No financial changes beyond the passing of the road into receivers' hands January 8, 1908.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Wells, Fargo & Company Express receives and delivers goods at railway company's express cars and pays a fixed annual sum per mile of road for the use of the railway company's express cars, and the hauling of same in passenger trains, but the amount paid shall in no case be less than 40 per cent of the gross earnings of the express company on the line of the Chicago Great Western Railway.

2. The United States government pays on a basis of amount and character of service.

3. The Pullman Company furnishes the necessary number of sleeping cars, and is paid on basis of miles run by cars. The sleeping car company receives the revenue derived from sale of berths and seats, and pays extra attendants in charge of cars.

No parlor cars in use on the Chicago Great Western Railway.

The dining cars are operated by the railway company.

4. There are no freight or transportation companies operating over this railway.

5. With Illinois Central Railroad Company for trackage of all trains of this company between East Dubuque and Portage Curve, Ill., for which this company pays a fixed annual sum.

With Chicago, Burlington & Quincy Railway Company for trackage of all trains of this company between Portage Curve and Galena Junction, Ill., for which this company pays a fixed annual sum.

With Chicago & Northern Pacific Railway Company for use of terminals at Chicago, Illinois, from Forest Home to Harrison Street, 10.18 miles, for which this company pays a fixed annual sum.

With Des Moines Union Railway Company for use of 2.26 miles of main track and terminals in the City of Des Moines, Iowa, for which this company pays a fixed annual sum.

With Minnesota Transfer Railway Company for the use of yards and tracks at Minnesota Transfer, for which this company pays 1-9 of the annual interest on the bonds of the Minnesota Transfer Railway Company.

With Atchison, Topeka & Santa Fe Railway Company for trackage of all trains of this company from St. Joseph to Bee Creek, Mo., for which this company pays a fixed annual sum.

With St. Joseph Terminal Railway Company for use of tracks and terminals in the City of St. Joseph, Mo., for which this company pays a fixed annual sum.

With Kansas City, St. Joseph & Council Bluffs Railroad Company for use of tracks and yards in the City of St. Joseph, Mo., for which this company pays a fixed annual sum.

With Kansas City Northwestern Railroad Company for use of tracks from Leavenworth to Kansas City, Kan., for which this company pays a fixed annual sum.

With Minneapolis & St. Louis Railroad Company for use of tracks in Minneapolis, Minn., for which this company pays \$600.00 per annum.

With Kansas City Southern Railway Company for use of tracks and depot in the City of Kansas City, Kan., for which this company pays a fixed annual sum.

With Atchison, Topeka & Santa Fe Railway Company for use of 2.46 miles of track in the City of Leavenworth, Kan., for which this company pays a fixed annual sum.

With Leavenworth & Topeka Railway Company for use of 1.40 miles of track in the City of Leavenworth, Kan., for which this company pays a fixed annual sum.

With Des Moines & Kansas City Railway Company for use of .44 miles of track in the City of Des Moines, Iowa, for which this company pays a fixed annual sum.

With Chicago, Rock Island & Pacific Railway Company for use of 3.59 miles of track from Beverly to Stillings, Mo., for which this company pays a fixed annual sum.

With St. Paul & Northern Pacific Railroad Company for use of yards and tracks in East Minneapolis, Minn., and trackage between St. Paul and Minneapolis, Minn., for which this company pays its proportion, based upon wheelage of 6 per cent per annum on the cost of the property.

With Chicago, Rock Island & Pacific Railway for use of depot at East Waterloo, for which this company pays a fixed annual sum.

7. The Postal Telegraph & Cable Company operates the telegraph lines, and, by contract, furnishes the necessary wires and facilities to the railway company for the transaction of its business on the lines of the road. Operators at railway stations are paid by the railway company and perform service for the telegraph company. Operators at city or outside offices are paid by the telegraph company. Material for maintenance is supplied by the telegraph company, and labor for maintenance is furnished by the railway company. The telegraph company receives all revenue derived from commercial business.

8. The following telephone companies furnish telephones at the various points on the lines where required, and are paid fixed sums for the use of the instruments:

Northwestern Telephone Exchange Co.
Tri-State Telephone & Telegraph Co.
Central Union Telephone Co.
Byron Telephone Co.
Missouri & Kansas Telephone Co.
Interstate Telephone Co.
Chicago Telephone Co.
Independent Telephone Co.
Marshall Telephone Co.
Hurmance Telephone Co.

Citizens Telephone Co.
Delaware County Telephone Co.
Iowa Telephone Co.
Dearborn & Edgerton Telephone Co.
De Kalb County Telephone Co.
Peoples Telephone Co.
Corn Belt Telephone Co.
Western Electric Telephone Co.
Nebraska Telephone Co.

9. With Dunleith & Dubuque Bridge Company for use of bridge across Mississippi River at Dubuque, Iowa, for which this company pays a fixed annual sum.

With Leavenworth Terminal Railway & Bridge Company for use of bridge and tracks, for which this company pays a fixed annual sum.

With St. Paul Union Depot Company for use of terminals and passenger depot in St. Paul, Minn., for which this company pays its wheelage proportion of the fixed charges.

With St. Joseph Union Depot Company for use of passenger depot and tracks in St. Joseph, Mo., for which this company pays 1-10 of interest on bonds.

With J. W. Harris for use of passenger depot at Leavenworth, for which this company pays a fixed annual sum.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain			239,185	18.72
Flour			129,687	10.15
Other mill products.....			30,284	2.37
Hay			2,936	.23
Tobacco				
Cotton				
Fruit and vegetables.....			41,525	3.25
Other products of agriculture.....			11,116	.87
Total			454,733	35.59
Products of Animals—				
Live stock.....			68,614	5.37
Dressed meats.....			46,894	3.67
Other packing house products.....			43,697	3.42
Poultry, game and fish.....			3,199	.25
Wool				
Hides and leather.....			9,327	.73
Other products of animals.....			3,952	.31
Total			175,683	13.75
Products of Mines—				
Anthracite coal.....			28,493	2.23
Bituminous coal.....			181,816	14.23
Coke			7,283	.57
Ores			3,066	.24
Stone, sand and other like articles.....			48,042	3.76
Other products of mines.....			7,794	.61
Total			276,494	21.64
Products of Forests—				
Lumber			82,156	6.43
Other products of forests.....			6,516	.51
Total			88,672	6.94
Manufactures—				
Petroleum and other oils.....			35,137	2.75
Sugar			21,849	1.71
Naval stores.....				
Iron, pig and bloom.....			7,794	.61
Iron and steel rails.....			4,727	.37
Other castings and machinery.....			9,966	.78
Bar and sheet metal.....			10,605	.83
Cement, brick and lime.....			27,726	2.17
Agricultural implements.....			3,705	.29
Wagons, carriages, tools, etc.....			3,450	.27
Wines, liquors and beers.....			8,561	.67
Household goods and furniture.....			15,460	1.21
Other manufactures.....			53,791	4.21
Total			202,771	15.87
Merchandise			60,819	4.76
Miscellaneous—				
Other commodities not mentioned above.....			18,528	1.45
Total tonnage—State.....			1,277,700	
Total tonnage—Entire line.....				

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Chicago, Milwaukee & St. Paul Railway Company.
2. Date of organization. May 5, 1863.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Revised statutes of Wisconsin of 1858, chapter 79, section 33.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Formed on the foreclosure of a portion of the La Crosse & Milwaukee Railroad, which was organized under special act of the legislature of the state of Wisconsin in 1852.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Walter P. Bliss.....	New York, N. Y.....	September, 1908
Frank S. Bond.....	New York, N. Y.....	September, 1908
A. J. Earling.....	Chicago, Ill.....	September, 1908
Charles W. Harkness.....	New York, N. Y.....	September, 1908
Henry H. Rogers.....	New York, N. Y.....	September, 1908
Peter Geddes.....	New York, N. Y.....	September, 1909
Roswell Miller.....	New York, N. Y.....	September, 1909
William Rockefeller.....	New York, N. Y.....	September, 1909
John A. Stewart.....	New York, N. Y.....	September, 1909
J. Odgen Armour.....	Chicago, Ill.....	September, 1910
Frederick Layton.....	Milwaukee, Wis.....	September, 1910
L. J. Pettit.....	Milwaukee, Wis.....	September, 1910
Percy A. Rockefeller.....	New York, N. Y.....	September, 1910

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Name and Address.	Number of Votes.	Par Value.	Common.	Preferred.
Jesup and Lamont, New York City.....	31,970	\$3,197,000	.....	.....
Thomas Moffitt, New York City.....	26,300	2,130,000	.....	\$50,000
S. B. Chapin & Co., New York City.....	21,063	2,106,300	.....	.....
J. W. Davis & Co., New York City.....	20,850	2,085,000	.....	.....
William Rockefeller, New York City.....	19,700	1,020,000	.....	\$50,000
Charles W. Harkness, New York City.....	16,800	660,000	.....	1,020,000
U. S. Trust Co., New York City.....	16,473	253,700	.....	1,333,600
G. G. Mason, New York City.....	15,060	.....	.....	1,506,000
Mutual Life Ins. Co. of N. Y., New York City..	15,000	.....	.....	1,500,000
J. M. Amory & Son, New York City.....	14,100	1,410,000	.....	.....

Date of last meeting of stockholders for election of directors? September 21, 1907.

Total number of stockholders at date of last election? 9,366.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

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OFFICERS.

Title.	Name.	Official Address.
Chairman of the board.....	Roswell Miller.....	New York, N. Y.
President	A. J. Earling.....	Chicago, Ill.
Second vice-president.....	E. W. McKenna.....	Chicago, Ill.
Third vice-president.....	J. H. Hiland.....	Chicago, Ill.
Secretary	E. W. Adams.....	Milwaukee, Wis.
Treasurer	F. G. Ranney.....	Chicago, Ill.
General solicitor.....	Burton Hanson.....	Chicago, Ill.
General counsel	George R. Peck.....	Chicago, Ill.
Comptroller	H. G. Haugan.....	Chicago, Ill.
General auditor	W. N. D. Winne.....	Chicago, Ill.
Assistant general auditor.....	W. F. Dudley.....	Chicago, Ill.
Assistant general auditor.....	B. A. Dousman.....	Chicago, Ill.
General manager	W. J. Underwood.....	Chicago, Ill.
Chief engineer	D. J. Whittlemore.....	Chicago, Ill.
General superintendent	D. L. Bush.....	Chicago, Ill.
Assistant general superintendents.....	Three in number.....	
Division superintendents	23 in number.....	
Superintendent of telegraph.....	U. J. Fry.....	Milwaukee, Wis.
Freight traffic manager.....	E. S. Keeley.....	Chicago, Ill.
General freight agent.....	H. E. Pierpont.....	Chicago, Ill.
Assistant general freight agents.....	Five in number.....	
General passenger agent.....	F. A. Miller.....	Chicago, Ill.
Assistant general passenger agents.....	Three in number.....	
General baggage agent.....	W. D. Carrick.....	Milwaukee, Wis.
Land commissioner	H. G. Haugan.....	Milwaukee, Wis.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, W. N. D. Winne; title, General auditor; address, Chicago, Ill.

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IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. Miles of road June 30, 1907.....		7,186.69
Constructed—		
Creston (near) to Farmingdale (near).....	10.39	
Glenham to Missouri River.....	11.65	
Western Ave. to Canal St., Chicago (purchased half interest)	2.37	
		24.41
		7,211.10
2. Rearrangement of tracks—		
Iowa and Dakota Division.....	.01	
River Division .....	.01	
Chicago & Milwaukee Division.....	.02 *	
Chicago and Council Bluffs Division in Iowa.....	.18 *	
Northern Division .....	.61 *	
River Division .....	.06 *	
Iowa and Dakota Division.....	.27 *	
		1.12
		7,209.98
Add—		
Wauzeka to La Farge.....	51.97	
Albert Lea to St. Clair, Minn.....	39.37	
		91.34
* Deduct		7,301.32

6. Increase in capital stock—		
1,380 shares preferred stock issued in exchange for bonds.	\$138,000.00	
300 shares preferred stock sold.....	30,000.00	
1,940 shares common stock sold.....	194,000.00	
		\$362,000.00
7. Decrease in funded debt—		
Received in exchange for preferred stock and cancelled..	\$138,000.00	
Redeemed and cancelled.....	325,000.00	
	\$463,000.00	
Increase in funded debt—		
Bonds issued for underlying bonds retired and cancelled..	\$325,000.00	
Net decrease		138,000.00
Total increase		\$224,000.00
8. Increase in stocks owned—		
Rochelle & Southern Ry. stock.....	\$100,000.00	
White River Valley Ry. stock.....	500,000.00	
Bureau County Mineral Ry. stock.....	15,000.00	
Duluth, St. Cloud, Glencoe & Mankato Ry. stock.....	32,000.00	
Oglesby & Granville Ry. stock.....	250,000.00	
Kansas City Terminal Ry. stock.....	57,500.00	
C., M. & St. P. Ry. of South Dakota stock.....	3,999,300.00	
C., M. & St. P. Ry. of Montana stock.....	1,999,100.00	
C., M. & St. P. Ry. of Idaho stock.....	1,999,700.00	
C., M. & St. P. Ry. of Washington stock.....	2,999,700.00	
Montana R. R. stock.....	1,251,255.11	
Davenport, Rock Island & No. Wn. Ry. Iowa stock.....		
Davenport, Rock Island & No. Wn. Ry. Illinois stock....	143,744.94	
Moline & Peoria Ry. stock.....		
Davenport, Clinton & Eastern Ry. stock.....		
Continental Express Co. stock.....	99,500.00	
New York Air Brake Co. stock.....	125,000.00	
Northern Mining & Smelting Co. stock.....	1,000.00	
Milwaukee Land Co. stock.....	500,000.00	
Continental Telegraph Co. stock.....	299,300.00	
Excelsior Coal Co. stock.....	150,000.00	
	\$14,522,100.05	
Less C., M. & St. P. Ry. stock sold.....	3,100.00	
Net increase		\$14,519,000.05
Increase in bonds owned—		
Minnesota Transfer Ry.....	\$18,000.00	
C., M. & St. P. Ry. treasury bonds.....	325,000.00	
Montana Railroad.....	2,000,000.00	
		2,343,000.00

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE ENTIRE LINE.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The United States Express Company occupies the lines of this company, doing a general express business. Rates are various and are governed by the business done and the facilities furnished.

2. Compensation for mail service is not definitely fixed. Service is ordered subject to rules and regulations of the postoffice department, and the amount paid is based upon the weight of mail transported over each route.

3. Sleeping, dining and parlor cars are owned and operated by the Chicago, Milwaukee & St. Paul Railway Company. Sleeping car rates, \$1.50 to \$2.50, according to distance. Parlor car rates, \$0.25 to \$1.00, according to distance. Dining car rates, \$1.00 per meal and a la carte.

4. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage or per diem.

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FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	3,445,711	86,116	3,531,857	13.486
Flour	800,544	17,938	818,482	3.125
Other mill products	353,159	17,707	370,866	1.416
Hay	157,476	24,966	182,442	.697
Tobacco	36,207	3,641	39,848	.152
Cotton	293	.....	293	.001
Fruit and vegetables	107,374	149,621	256,995	.981
Other products of agriculture	398,178	41,409	439,587	1.679
Total	5,298,942	341,428	5,640,370	21.537
Products of Animals—				
Live stock	1,079,333	117,343	1,196,676	4.569
Dressed meats	327,098	26,083	353,181	1.348
Other packing house products	90,451	3,561	94,012	.359
Poultry, game and fish	11,073	6,432	17,505	.067
Wool	9,424	4,669	14,093	.054
Hides and leather	48,056	13,075	61,131	.233
Other products of animals	63,293	5,540	68,833	.263
Total	1,628,728	176,703	1,805,431	6.893
Products of Mines—				
Anthracite coal	772,299	62,222	834,521	3.186
Bituminous coal	2,607,650	435,433	3,043,083	11.619
Coke	409,769	113,839	523,608	2.000
Ores	1,502,645	71,574	1,574,219	6.011
Stone, sand and other like articles	1,277,156	113,495	1,390,651	5.310
Other products of mines	46,153	56,665	102,818	.393
Total	6,615,672	853,228	7,468,900	28.519
Products of Forests—				
Lumber, lath and shingles	1,101,506	547,919	1,649,425	6.298
Other products of forests	1,448,836	291,899	1,740,735	6.646
Total	2,550,342	839,818	3,390,160	12.944
Manufactures—				
Petroleum and other oils	242,153	44,576	286,729	1.095
Sugar	21,564	17,710	39,274	.150
Naval stores	4,783	1,252	6,035	.023
Iron, pig and bloom	210,561	57,099	267,660	1.022
Iron and steel rails	248,939	88,201	337,140	1.287
Other castings and machinery	184,974	16,258	201,232	.768
Bar and sheet metal	26,861	17,617	44,478	.170
Cement, brick and lime	816,427	192,080	1,008,507	3.851
Agricultural implements	102,862	34,040	136,902	.523
Wagons, carriages, tools, etc.	54,419	6,754	61,173	.234
Wines, liquors and beers	682,120	17,242	699,362	2.670
Household goods and furniture	118,239	12,210	130,449	.498
Other manufactures	613,078	235,358	848,436	3.240
Total	3,326,980	740,397	4,067,377	15.531
Merchandise	2,597,954	263,836	2,861,790	10.927
Miscellaneous—				
Other commodities not mentioned above ..	883,173	72,652	955,825	3.649
Total tonnage—State				
Total tonnage—Entire line	22,901,791	3,238,062	26,139,853	100.000

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. The Chicago, Rock Island & Pacific Railway Company.

2. Date of organization. June 2, 1880.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the laws of states of Illinois and Iowa.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Chicago, Rock Island & Pacific Railway Company is a consolidated company, and owns the property located in the states of Illinois, Iowa, Minnesota, South Dakota, Missouri, Kansas, Nebraska, Colorado and Oklahoma, by virtue of its articles of consolidation and purchases as hereinafter stated.

As a consolidated organization, its constituent companies are as follows:

a. The Rock Island & La Salle Railroad Company, created by special charter granted by the state of Illinois, February 27, 1847.

b. The Chicago & Rock Island Railroad Company, successor to the Rock Island & La Salle Railroad Company by amendment to the charter of the former company, February 7, 1851.

c. On the first day of January, 1853, the Mississippi & Missouri Railroad Company was incorporated under the general laws of the state of Iowa, and the road constructed by it sold under foreclosure to the Chicago, Rock Island & Pacific Railroad Company, incorporated under the general laws of the State of Iowa on the 28th day of May, 1866.

d. On the 20th day of August, 1866, the Chicago & Rock Island Railroad Company of Illinois, and the Chicago, Rock Island & Pacific Railroad Company of Iowa, were consolidated by virtue of the general laws of the states of Illinois and Iowa, the consolidated company taking the name of the Chicago, Rock Island & Pacific Railroad Company.

e. On the 13th day of December, 1856, the Platte County & Fort Des Moines Railroad Company was incorporated by the legislature of Missouri, and on the 4th day of January, 1860, the Platte City & Fort Des Moines Railroad Company was organized under the statutes of said state. On the 30th day of July, 1867, the name of the Platte City and Fort Des Moines Railroad Company was by resolution of said company changed to Leavenworth & Des Moines Railroad Company. On the 3d day of March, 1869, the name of the last mentioned company was changed by the legislature of the state of Missouri to the Chicago & South-Western Railway Company, and on the 12th day of May, 1869, there was organized under the general incorporation laws of the state of Iowa, a corporation of said state by the name of the Chicago & South-Western Railway Company. On the 25th day of September, 1869, by virtue of the general laws of the states of Iowa and Missouri, the two last mentioned companies were consolidated into a corporation known as the Chicago & South-Western Railway Company.

f. A mortgage covering the property of the Chicago & South-Western Railway Company in Iowa and Missouri was foreclosed subsequent to the above mentioned consolidation, and at the sale under said mortgage said property was sold to the Iowa Southern & Missouri Northern Railway Company, a corporation organized under the general laws of the state of Iowa, on the 29th day of August, 1876.

g. On the 25th day of November, 1870, there was organized under the general laws of the state of Missouri, a corporation known as the Atchison branch of the Chicago & South-Western Railway Company, and on the 6th day of August, 1871, a consolidation of the last mentioned company was effected with the Chicago & South-Western Railway Company, of the states of Iowa and Missouri.

h. On the 1st day of April, 1869, there was incorporated under the general incorporation laws of the state of Iowa, a corporation known as the Des Moines, Indianola and Missouri Railroad Company, which constructed a line of railroad from Des Moines, in the state of Iowa, to Indianola, in said state.

i. There was organized on February 21, 1871, under the general incorporation laws of the state of Iowa, a corporation known as the Des Moines, Winterset and South-Western Railroad Company, which constructed a line of road from junction with said Des Moines, Indianola & Missouri Railroad to Winterset, in the state of Iowa, which two last mentioned railroads were conveyed to the said Iowa Southern & Missouri Northern Railway Company.

j. On the 4th day of August, 1877, there was organized under the general laws of the State of Iowa, the Newton & Monroe Railroad Company, which constructed a railway from Newton, in the state of Iowa, to Monroe, in said state, and on the 20th day of June, 1878, there was organized under the same laws the Atlantic & Audubon Railroad Company, which constructed a railroad from Atlantic, in said state, to Audubon, in said state, and on the 27th day of August, 1879, there was organized the Atlantic Southern Railroad Company, which constructed a railroad from said town of Atlantic to Griswold, in said state, and on the 27th day of October, 1879, there was organized under said laws, the Avoca, Macedonia & South-Western Railroad Company, which constructed a railroad from Avoca, in said state, to Carson, in the same state.

k. On the 2d day of June, 1880, pursuant to the general laws of the states of Illinois and Iowa, articles of consolidation were entered into between the above mentioned Chicago, Rock Island & Pacific Railroad Company and Iowa Southern & Missouri Northern Railroad Company, the Newton & Monroe Railroad Company, the Atlantic Southern Railroad Company, the Avoca, Macedonia & South-Western Railroad Company and the Atlantic & Audubon Railroad Company, whereby was created the corporation known as the Chicago, Rock Island & Pacific Railway Company.

l. On February 22, 1857, there was incorporated by act of the general assembly of the state of Missouri, the St. Joseph & Iowa Railroad Company, the charter of said company being amended by act of the general assembly approved March 16, 1866. The railroad constructed by this company in the state of Missouri has been conveyed to the Chicago, Rock Island & Pacific Railway Company.

m. Under the general laws of the state of Iowa, the following named companies were organized on the dates named, respectively:

The Avoca, Harlan & Northern Railroad Company, organized on the 21st day of June, 1878, which constructed a railroad from Avoca, in the state of Iowa, to Harlan, in said state; and the Guthrie & North-Western Railroad Company, organized under the same laws on the 4th day of October, 1879, which constructed a railroad from Menlo, in the state of Iowa, to Guthrie Centre, in said state; which two roads have been since their construction, purchased by the said The Chicago, Rock Island & Pacific Railway Company.

n. On the 19th day of March, 1886, there was organized under the laws of the state of Kansas, a corporation known as the Chicago, Kansas & Nebraska Railway Company, which company constructed a line of road from the Missouri river Westward to Colorado Springs, in the state of Colorado, through the states of Kansas and Nebraska and southwestward through said state of Kansas, into the Indian territory. The mortgage on the road so constructed has been foreclosed and the road has been purchased by The Chicago, Rock Island & Pacific Railway Company.

o. On the 20th day of July, 1899, there was organized under the laws of the territory of Oklahoma, a corporation known as the Enid & Tonkawa Railway Company, which company constructed a line of road from North Enid, in the territory of Oklahoma, to Billings, in said territory. On December 22, 1899, the property was purchased by The Chicago, Rock Island & Pacific Railway Company and is now a part of the system.

p. On the 3d day of January, 1900, the Guthrie & Kingfisher Railway Company was incorporated under the laws of the territory of Oklahoma, and constructed a line of railroad from Kingfisher to Cashion, Oklahoma territory. The property was purchased by The Chicago, Rock Island & Pacific Railway Company, October 8, 1900.

q. On the 14th day of July, 1899, the Gowrie & North-Western Railway Company was incorporated under the laws of the state of Iowa, and constructed a line of railroad from Gowrie to Sibley, Iowa. The property was purchased by The Chicago, Rock Island & Pacific Railway Company, December 31, 1900.

r. On June 11, 1903, the Rock Island & Peoria Railway Company, a reorganization of the Peoria & Rock Island Railroad Company, made under the laws of Illinois, October 5, 1877, and having a line of railroad between Rock Island and Peoria, Ill., with several branches, was sold to The Chicago, Rock Island & Pacific Railway Company.

s. On June 15, 1903, the Burlington, Cedar Rapids & Northern Railway Company of Iowa, incorporated under the laws of Iowa, June 19, 1876, as successor to the Burlington, Cedar Rapids & Minnesota Railroad Company, having lines of railroad in Iowa, Minnesota and South Dakota, was sold to The Chicago, Rock Island & Pacific Railway Company.

t. On March 9, 1901, the Enid & Anadarko Railway Company was incorporated under the laws of the territory of Oklahoma and constructed a line of railroad from Enid to Anadarko, Oklahoma, and from Lawton to Waurika, Oklahoma. This road was sold to The Chicago, Rock Island & Pacific Railway Company.

u. The Searcy & Des Arc Railroad Company, organized under the laws of the state of Arkansas, June 29, 1899, was sold to The Chicago, Rock Island & Pacific Railway Company, March 24, 1904.

v. On January 23, 1902, the Choctaw, Oklahoma & Gulf Railroad Company was incorporated under the laws of the territory of Oklahoma, with authority to build line in said territory. May 15, 1902, this organization was incorporated with power to build line in both the Indian and Oklahoma territories, the name being changed to Choctaw, Oklahoma & Western Railroad Company. The property and franchises of this corporation were sold to The Chicago, Rock Island & Pacific Railway Company, March 24, 1904.

w. On November 1, 1899, the South St. Paul Belt Railway Company was incorporated under the laws of the state of Minnesota. June 11, 1903, the road property and franchises of this corporation were sold to the Minneapolis & St. Paul Terminal Railway Company.

x. May 20, 1902, the St. Paul Terminal & Transfer Company was incorporated under the laws of the state of Minnesota, the article of incorporation being amended May 6, 1903, changing the name of the corporation to the Minneapolis & St. Paul Terminal Railway Company. The road, property and franchises of this corporation were sold to The Chicago, Rock Island & Pacific Railway Company on March 25, 1904.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
D. G. Reid.....	New York, N. Y.....	1908
James Campbell.....	St. Louis, Mo.....	1908
Robert Mather.....	New York, N. Y.....	1908
John J. Mitchell.....	Chicago, Ill.....	1908
R. R. Cable.....	Chicago, Ill.....	1909
J. H. Moore.....	Chicago, Ill.....	1909
F. L. Hine.....	New York, N. Y.....	1909
Ogden Mills.....	New York, N. Y.....	1909
A. E. Orr.....	New York, N. Y.....	1909
W. H. Moore.....	New York, N. Y.....	1910
B. F. Yoakum.....	New York, N. Y.....	1910
B. L. Winchell.....	Chicago, Ill.....	1910
George G. McMurty.....	New York, N. Y.....	1910

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Name and Address.	Number of Votes.	Par Value, Common.
Central Trust Co. of N. Y., trustee, New York.....	702,125	\$70,212,500
Emily A. Watson, 512 5th Ave., New York.....	3,570	357,000
Estate of A. C. Downing, 2 Rector St., New York.....	3,000	300,000
Sebastian D. Lawrence, New London, Conn.....	2,772	277,200
F. P. Freeman & Co., 25 Broad St., New York.....	1,125	112,500
Robert W. Goellet, 9 W. 17th St., New York.....	1,363	136,300
United States Trust Co., trustee, New York.....	900	90,000
Caroline L. Ely, 126 Plymouth Ave., Rochester, N. Y....	726	72,600
United States Trust Co., trustee, New York.....	600	60,000
Hayes I. Trowbridge, New Haven, Conn.....	489	48,900

Date of last meeting of stockholders for election of directors? October 10, 1907.

Total number of stockholders at date of last election? 565.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees?

1. Central Trust Co., of New York, Trustee for C. R. I. & P. R. R. Co., of Iowa, under its mortgage of 2002.
2. United States Trust Co., Trustee under the will of Watson E. Case.
3. United States Trust Co., Trustee under the will of John J. Van Nostrand.

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OFFICERS.

Title.	Name.	Official Address.
Chairman of the board.....	D. G. Reid.....	New York, N. Y.
Chairman of the executive committee.....	B. F. Yoakum.....	New York, N. Y.
President	B. L. Winchell.....	Chicago, Ill.
First vice-president.....	R. A. Jackson.....	Chicago, Ill.
Second vice-president.....	H. U. Mudge.....	Chicago, Ill.
Third vice-president.....	W. B. Biddle.....	Chicago, Ill.
Fourth vice-president	C. W. Hillard.....	New York, N. Y.
Vice-president	E. L. Pollock.....	Chicago, Ill.
Assistant to president.....	S. T. Fulton.....	Chicago, Ill.
Secretary and treasurer.....	George H. Crosby.....	Chicago, Ill.
General counsel	Robert Mather.....	New York, N. Y.
General solicitor	R. A. Jackson.....	Chicago, Ill.
General attorney	M. A. Low.....	Topeka, Kan.
General attorney	B. S. Cable.....	Chicago, Ill.
General attorney	E. C. Lindley.....	Chicago, Ill.
General attorney	W. F. Evans.....	St. Louis, Mo.
Commerce counsel.....	E. B. Pierce.....	Chicago, Ill.
General auditor	Frank Nay.....	Chicago, Ill.
Assistant general auditor.....	W. H. Burns.....	Chicago, Ill.
Auditor, disbursements.....	L. K. Luff.....	Chicago, Ill.
Auditor, freight traffic.....	C. Weaver.....	Chicago, Ill.
Auditor, passenger traffic.....	A. Hermans.....	Chicago, Ill.
General manager	F. O. Melcher.....	Chicago, Ill.
Manager	W. S. Tinsman.....	El Reno, Okla.
General superintendent, Central dist.....	H. S. Cable.....	Davenport, Ia.
General Supt., northern district.....	C. H. Hubbel.....	Cedar Rapids, Ia.
General Supt., southwestern district.....	A. E. Sweet.....	Topeka, Kan.
General Supt., Choctaw district.....	W. M. Whittenton.....	Little Rock, Ark.
General Supt., southern district.....	J. W. Robins.....	Forth Worth, Tex.
Division superintendent.....	A. W. Kelso.....	Chicago, Ill.
Division superintendent.....	J. B. Smalley.....	Rock Island, Ill.
Division superintendent.....	C. L. Brown.....	Fairbury, Neb.
Division superintendent.....	C. W. Jones.....	Des Moines, Ia.
Division superintendent.....	G. A. Merrill.....	Cedar Rapids, Ia.
Division superintendent.....	A. T. Abbott.....	Colorado Springs, Col.
Division superintendent.....	Garrett Davis.....	Cedar Rapids, Ia.
Division superintendent.....	C. J. Wilson.....	Estherville, Ia.
Division superintendent.....	W. H. Given.....	Des Moines, Ia.
Division superintendent.....	T. H. Beacon.....	Trenton, Mo.
Division superintendent.....	H. L. Reed.....	Eldon, Mo.
Division superintendent.....	H. R. Saunders.....	Kansas City, Mo.
Division superintendent.....	G. W. Rourke.....	Herrington, Kan.
Division superintendent.....	H. P. Greenough.....	Dalhart, Tex.
Division superintendent.....	F. J. Easley.....	Little Rock, Ark.
Division superintendent.....	M. J. Kennelly.....	El Dorado, Ark.
Division superintendent.....	A. B. Copley.....	Heleypville, Okla.
Division superintendent.....	H. M. Hallock.....	El Reno, Okla.
Division superintendent.....	John McGie.....	El Reno, Okla.
Division superintendent.....	M. McKernan.....	Fort Worth, Tex.
Superintendent of telegraph.....	J. G. Jennings.....	Chicago, Ill.
Purchasing agent	J. M. McCarthy.....	Chicago, Ill.
General stationer	L. P. Stafford.....	Chicago, Ill.
Chief engineer	J. B. Berry.....	Chicago, Ill.
Freight traffic manager.....	H. Gower.....	Chicago, Ill.
General freight agent.....	T. H. Simmons.....	Chicago, Ill.
General freight agent.....	H. W. Morrison.....	Little Rock, Ark.
Assistant general freight agent.....	H. A. Snyder.....	Chicago, Ill.
Assistant general freight agent.....	H. A. Patterson.....	Chicago, Ill.
Assistant general freight agent.....	S. H. Johnson.....	Chicago, Ill.
Assistant general freight agent.....	G. S. Albright.....	Kansas City, Mo.
Assistant general freight agent.....	R. G. Brown.....	Minneapolis, Minn.
Assistant general freight agent.....	F. J. Schubert.....	Chicago, Ill.
Passenger traffic manager.....	John Sebastian.....	Chicago, Ill.
General passenger agent.....	L. M. Allen.....	Chicago, Ill.
General passenger agent.....	Geo. H. Lee.....	Little Rock, Ark.
Assistant general passenger agent.....	W. J. Leahy.....	Chicago, Ill.
Assistant general passenger agent.....	H. S. Ray.....	Chicago, Ill.
General baggage agent.....	Geo. F. Lee.....	Chicago, Ill.
Real estate and tax agent.....	Thos. J. Newkirk.....	Chicago, Ill.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, Frank Nay; title, general auditor; address, Chicago, Ill.

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ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles for of Line for Each Class of Road Named
	From	To	
1. A. Chicago, Rock Island & Pacific Railway.....	State line south of Gordonsville. Rosenmont..... Inver Grove..... Junction south of Albert Lea..... State line east of Ellsworth.....	Comus Junction. Newport..... West St. Paul..... North of C. M. & St. P. crossing. State line east of Ward.....	66.41 12.48 8.33 1.70 55.34
1. B. Chicago, Rock Island & Pacific Railway.....	State line south of Briceyn..... State line east of Round Lake..... Trasky..... Ellsworth..... Worthington.....	Albert Lea..... Hardwick..... Jasper..... State line east of Ellsworth..... C. St. P. M. & O. yard.....	31.40 49.06 8.71 2.35 1.27
5. Chicago, Milwaukee & St. Paul Railway { Chicago, Burlington & Quincy Railway } Chicago, Milwaukee & St. Paul Railway } Chicago, St. Paul, Minneapolis & Omaha Railway } Chicago, Milwaukee & St. Paul Railway.....	Newport..... At St. Paul..... St. Paul..... Comus Junction.....	St. Paul..... Minneapolis..... Rosenmont.....	8.15 .79 10.12 27.08
Total mileage operated.....			46.14 282.19

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

7. The funded debt has changed during the year as follows:

Increase—		
First refunding mortgage bonds issued.....	\$7,782,000.00	
Equipment notes, series "B".....	586,541.00	
		\$8,368,541.00
Decrease—		
Gold bonds, 1902, redeemed.....	\$1,494,000.00	
Equipment gold notes, redeemed.....	650,000.00	
		2,144,000.00
		<u>\$6,224,541.00</u>

8. Changes in par value of holdings of stocks and funded debt owned.

STOCKS.

	Active Corporations.	Inactive Corporations.	Other.	Total.
Increase—				
Rock Island Company, common.....	\$10,000.00	.....	.....	\$10,000.00
Rock Island Company, preferred.....	7,600.00	.....	.....	7,600.00
The Chicago, Rock Island & Pacific Railway Company.....	537.50	.....	.....	537.50
Calumet Western Railway Company.....	1,500.00	.....	.....	1,500.00
The Chicago, Rock Island & Gulf Railway Company.....	11,000.00	.....	.....	11,000.00
Cedar Rapids, Iowa Falls & Northwestern Railway Company.....	.....	\$2,600.00	.....	2,600.00
Crawford County Mining Company.....	.....	.....	\$100,000.00	100,000.00
Total increase	\$30,037.50	\$2,600.00	\$100,000.00	\$132,637.50
Decrease—				
Missouri & Illinois Bridge and Belt Railroad Company.....	\$4,000.00	.....	.....	\$4,000.00
Chicago & Alton Railroad Company, preferred.....	4,110,000.00	.....	.....	4,110,000.00
Chicago & Alton Railroad Company, common.....	14,420,000.00	.....	.....	14,420,000.00
Burlington, Cedar Rapids & Northern Railway Company.....	.....	\$5,000.00	.....	5,000.00
Total decrease	\$18,534,000.00	\$5,000.00	.....	\$18,539,000.00
Net decrease .....	.....	.....	.....	\$18,406,362.50

FUNDED DEBT.

Increase—				
Chicago, Rock Island & Pacific Railroad Co. of Iowa, gold bonds...	\$10,000.00	.....	.....	\$10,000.00
The Chicago, Rock Island & Pacific Railway first and ref. gold bonds, unpledged	3,726,000.00	.....	.....	3,726,000.00
The Chicago, Rock Island & C. Railway, Carrollton branch, first mortgage	331,000.00	.....	.....	331,000.00
Rock Island, Arkansas & Louisiana Railroad, first mortgage.....	1,500,000.00	.....	.....	1,500,000.00
Minnesota Transfer Railway Company, first mortgage.....	18,000.00	.....	.....	18,000.00
Colorado & Southern Railway Company, ref. and ext. bonds.....	802,000.00	.....	.....	802,000.00
Chicago & Alton Railroad Company, sinking fund debentures.....	98,000.00	.....	.....	98,000.00
Toledo, St. Louis & Western Railroad Company:				
Gold bonds, series A.....	4,110,000.00	.....	.....	4,110,000.00
Gold bonds, series B.....	5,047,000.00	.....	.....	5,047,000.00
Rock Island Improvement Company:				
Peoria Terminal gold bond.....	.....	.....	\$290,247.86	290,247.86
Cedar Rapids gold bond.....	.....	.....	354,549.11	354,549.11
Kansas City Terminal gold bond.....	.....	.....	366,783.97	366,783.97
General Pierson gold bonds.....	.....	.....	28,600.00	28,600.00
Crawford County Mining Company.....	.....	.....	616,000.00	616,000.00
Total increase	\$15,642,000.00	.....	\$1,645,080.94	\$17,287,080.94
Decrease—				
The Chicago, Rock Island & Pacific Railway Company first and ref. gold bonds pledged.....	\$6,306,000.00	.....	.....	\$6,306,000.00
Rock Island-Frisco Terminal Railway Company, first mortgage....	203,000.00	.....	.....	203,000.00
Rock Island Improvement Company:				
Equipment bonds .....	.....	.....	\$450,000.00	450,000.00
Equipment bonds, series B.....	.....	.....	560,000.00	560,000.00
Memphis Union Station.....	.....	.....	120,000.00	120,000.00
Total decrease	\$6,509,000.00	\$1,130,000.00	\$7,639,000.00
Net increase	\$9,648,080.94

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE
STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The United States Express company operates over this company's lines, for which it pays a specified annual rental based on gross earnings.

2. The government pays a specified amount per annum, based on weight of mails and regulations imposed by congress and the postoffice department.

3. Sleeping cars are owned and operated by the Pullman Company on a mileage basis.

Dining cars are owned and operated by this company.

7. Contracts with the Union Telegraph Company cover lines of the Chicago, Rock Island & Pacific Railway, the railroad company furnishing operators and receiving a portion of earnings based on receipts of certain railway offices.

8. Local arrangements at various points at varying rates.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	212,943	2,665	215,608	2.23
Flour	50,711	22,610	73,321	.76
Other mill products.....	27,384	5,385	32,769	.34
Hay	13,296	246	13,542	.14
Tobacco				
Cotton	6,316		6,316	.07
Fruit and vegetables.....	16,343	25,525	41,868	.43
Other products of agriculture.....	6,837	591	7,428	.07
Total	333,830	57,022	390,852	4.04
Products of Animals—				
Live stock.....	32,522	611	33,133	.34
Dressed meats.....	889		889	.01
Other packing house products.....	799	1,187	1,916	.02
Poultry, game and fish.....	1,103	227	1,330	.01
Wool	85	107	192	.01
Hides and leather.....	788	177	965	.01
Other products of animals.....	1,718	3,389	5,107	.05
Total	37,904	5,628	43,532	.45
Products of Mines—				
Anthracite coal.....	7,006	7,187	14,193	.15
Bituminous coal.....	72,590	19,525	92,115	.95
Coke	3,946	237	4,183	.04
Ores	1,329	42	1,371	.01
Stone, sand and other like articles.....	11,201	389	11,590	.12
Other products of mines.....	3,394	219	3,613	.04
Total	99,466	27,599	127,065	1.31
Products of Forests—				
Lumber	51,479	70,050	121,529	1.26
Other products of forests.....	13,680	8,817	22,497	.23
Total	65,159	78,867	144,026	1.49
Manufactures—				
Petroleum and other oils.....	16,443		16,443	.17
Sugar	5,559		5,559	.06
Naval stores.....				
Iron, pig and bloom.....	629	783	1,412	.02
Iron and steel rails.....	3,378	359	3,737	.04
Other castings and machinery.....	3,477	554	4,031	.09
Bar and sheet metal.....	10,176	230	10,406	.11
Cement, brick and lime.....	28,582	706	29,288	.30
Agricultural implements.....	16,398	197	16,595	.17
Wagons, carriages, tools, etc.....	7,131	45	7,176	.07
Wines, liquors and beers.....	6,712	85	6,797	.07
Household goods and furniture.....	12,613	1,287	13,900	.14
Other manufactures.....	65,842	3,155	68,997	.71
Total	181,940	7,401	189,341	1.95
Merchandise	66,526	2,318	68,844	.71
Miscellaneous—				
Other commodities not mentioned above.....	514	4,214	4,728	.05
Total tonnage—State.....	785,339	183,049	968,388	100.00
Total tonnage—Entire line.....	11,366,832	4,137,199	15,504,031	

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under laws of Wisconsin by consolidation. For constituent companies see answer to question 4. Power to own and operate railroads in Minnesota. See chapters 219, 228 and 362, special laws of Minnesota, 1881. Same power in Nebraska, chapter 106, laws of Nebraska, 1879. Same power in Iowa, chapter 119, laws of Iowa, 1882. Same power in South Dakota, section 450, Dakota code.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. This company was formed by the consolidation of the Chicago, St. Paul & Minneapolis, and the North Wisconsin Railway Companies. The former was organized under chapter 119 of the general laws of Wisconsin, 1872, as amended by chapter 144, general laws of 1877. The latter was organized under chapter 73, revised statutes of Wisconsin, 1858.

5. Date and authority for each consolidation. May 25, 1880. Chapter 260, laws of Wisconsin, 1880, amending section 1833, chapter 87, revised statutes of Wisconsin, 1878.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Marvin Hughitt	Chicago, Ill.	October, 1908
Byron L. Smith	Chicago, Ill.	October, 1908
Chauncey M. Depew	New York, N. Y.	October, 1908
David F. Kimball	Boston, Mass.	October, 1908
Zenas Crane	Dalton, Mass.	October, 1908
Eugene E. Osborn	New York, N. Y.	October, 1909
Thomas Wilson	St. Paul, Minn.	October, 1909
John A. Humbird	St. Paul, Minn.	October, 1909
John M. Whitman	Chicago, Ill.	October, 1909
William K. Vanderbilt	New York, N. Y.	October, 1910
Hamilton McK. Twombly	New York, N. Y.	October, 1910
Frederick W. Vanderbilt	New York, N. Y.	October, 1910
William A. Gardner	Chicago, Ill.	October, 1910

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Name and Address.	Number of Votes.	Par Value, Common.	Prefd.
M. Hughitt, as president C. & N. W. Ry., Chicago, Ill.	147,000	\$93,200	\$53,800
F. W. Vanderbilt, New York, N. Y.	15,000	15,000	.....
The Winnifred Masterman Burke Relief Foundation..	10,200	10,200	.....
Frank Work	4,500	3,000	1,500
Wm. H. Moore	3,000	3,000	.....
D. G. Reid	2,000	2,000	.....
Marshall Field, Chicago, Ill.	2,300	2,000	300
Mary T. Leiter	2,100	1,500	600
Emma J. Mason	2,000	2,000	.....
Zenas Crane, Dalton, Mass.	1,600	1,500	100

Date of last meeting of stockholders for election of directors? October 18, 1907.

Total number of stockholders at date of last election? 1,092.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees?

No.

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OFFICERS.

Title.	Name.	Official Address.
Chairman of the executive committee.	Marvin Hughitt.....	Chicago, Ill.
President	Wm. A. Gardner.....	Chicago, Ill.
First vice-president.....	E. E. Osborn.....	New York, N. Y.
Second vice-president.....	Jas. T. Clark.....	St. Paul, Minn.
Secretary, R. of W. and Tax Com.....	Thos. A. Polleys.....	Hudson, Wis.
Treasurer and second Asst. Secy.....	Richard H. Williams.....	New York, N. Y.
Assistant Treas. and third Asst. Secy.....	Milton B. Van Zandt.....	New York, N. Y.
General counsel	Thomas Wilson.....	St. Paul, Minn.
General attorney	J. B. Sheean.....	St. Paul, Minn.
Comptroller	Lewis A. Robinson.....	St. Paul, Minn.
Auditor of expenditures.....	W. H. Stennett.....	Chicago, Ill.
Local treasurer	C. P. Nash.....	St. Paul, Minn.
General manager	Arthur W. Trenholm.....	St. Paul, Minn.
Chief engineer	Chas. W. Johnson.....	St. Paul, Minn.
General superintendent	S. G. Strickland.....	St. Paul, Minn.
Division superintendent.....	Thos. W. Kennedy.....	Eau Claire, Wis.
Division superintendent.....	Louis F. Slaker.....	St. James, Minn.
Division superintendent.....	Frank E. Nicoles.....	Omaha, Neb.
Purchasing agent	Isaac Saddon.....	St. Paul, Minn.
Superintendent of telegraph.....	Henry C. Hope.....	St. Paul, Minn.
Freight traffic manager.....	Hiram M. Pearce.....	St. Paul, Minn.
General freight agent.....	Edgar B. Ober.....	St. Paul, Minn.
Assistant general freight agent.....	Fred C. Gifford.....	Minneapolis, Minn.
General passenger agent.....	Thos. W. Teasdale.....	St. Paul, Minn.
Assistant general passenger agent.....	Geo. H. McRae.....	St. Paul, Minn.
General baggage agent.....	Edgar F. Woode.....	St. Paul, Minn.
Car service agent.....	G. L. Ossmann.....	St. Paul, Minn.
General claim agent.....	E. L. Poole.....	St. Paul, Minn.
Land commissioner	Geo. W. Bell.....	Hudson, Wis.
Acting freight claim agent.....	H. R. Grochau.....	St. Paul, Minn.
Superintendent dining cars.....	G. W. Steen.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, L. A. Robinson; title, comptroller; address, St. Paul, Minn.

(Page 15A) ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Main Line.....	Wis. State Line.....	St. Paul.....	\$17.64	
C. St. P. M. & O. Ry.....	Stillwater Junction.....	Stillwater, Superior.....	3.30	
	Rices Point.....	Duluth.....	4.55	
	St. Paul.....	Iowa State Line.....	2.60	
	Cliff.....	St. Paul Junction.....	185.33	
	Lake Crystal.....	Elmore.....	1.02	
	Madelia.....	Fairmont.....	43.69	
	Bingham Lake.....	Currie.....	29.38	
	Heron Lake.....	Pipestone.....	38.63	
	Trent.....	So. Dakota State Line.....	55.10	
	Luverne.....	Iowa State Line.....	42.53	
			10.56	
				434.33
5. Line operated under trackage rights	St. Paul.....	Minneapolis.....	11.40	
Great Northern Railway.....	Minneapolis.....	Merriam.....	27.00	
Minneapolis & St. Louis Railroad.....	St. Louis R. Br.....	Rice's Point.....	.31	
Northern Pacific Railway.....				38.71
Total mileage operated.....				473.04

(1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
1. Jointly owned.				
C. St. P. M. & O. Ry.....	St. Paul.....	Mendota.....	4.20	
and C. M. & St. P. Ry.....	Cliff.....	St. Paul Junction.....	1.02	
				5.22

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

7. The funded debt of the company was increased \$276,582.39 by the issuance of that amount of consolidated mortgage bonds at the rate of \$15,000 per mile on the extension of the line from Newcastle to Wynot, Nebr., a distance of 18 2317-5280 miles.

St. Paul, Stillwater & Taylors Falls Railroad 7 per cent bonds amounting to \$334,800, which matured on Jan. 1, 1908, redeemed, and a like amount of consolidated mortgage bonds was issued in their place.

Consolidated mortgage bonds to the amount of \$80,000 were issued in exchange for a like amount of Chicago, St. Paul & Minneapolis Railway first mortgage bonds.

8. Consolidated mortgage 6 per cent bonds due June 1, 1930, amounting to \$842,000, and consolidated mortgage 3½ bonds due June 1, 1930, amounting to \$469,000, total \$1,311,000, were sold during the year.

During the year this company acquired \$10,200.00 of capital stock of the Lake Superior Terminal & Transfer Railway Company, reimbursing this company for advances to that company for construction purposes.
(Page 89.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. American Express Company. The railway to transport in cars attached to its passenger trains daily between all points on its line of railroad in the states of Wisconsin, Minnesota, Iowa, South Dakota and Nebraska, the messengers, safes, packing trunks and freight of the express company. Also such persons as it becomes necessary to send over the railway company's line on business of the express company.

The express company to take charge of and deliver all money and valuable packages which the railway company may require to have sent or delivered by express on the lines of railroad operated by the express company, free of all cost or expense to the railroad company.

2. This company carries United States mail. Compensation fixed by United States postoffice department. No contract.

3. The Pullman Company runs sleeping cars on this company's railway. No compensation.

7. The Western Union Telegraph Company owns all the telegraph lines on this company's right of way. The railway company uses the wires and furnishes the operators, except at stations where commercial messages exceed a certain specified number per annum. No compensation.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	533,431	370,110	903,541	26.62
Flour	38,439	150,196	188,635	5.56
Other mill products.....	30,652	92,804	123,456	3.64
Hay	22,181	10,219	32,400	.95
Tobacco	49	15	64	.02
Cotton	15	15	15	.....
Fruit and vegetables.....	40,419	25,956	66,375	1.96
Other products of agriculture.....	1,586	3,790	5,376	.16
Total	666,772	653,090	1,319,862	38.91
Products of Animals—				
Live stock.....	53,416	36,696	90,112	2.66
Dressed meats.....	13,710	2,778	16,488	.49
Other packing house products.....	31,384	12,653	44,037	1.30
Poultry, game and fish.....	1,922	10,391	12,313	.33
Wool	167	683	850	.03
Hides and leather.....	1,762	7,715	9,477	.28
Other products of animals.....	.....	.....	.....	.....
Total	102,361	70,916	173,277	5.09
Products of Mines—				
Anthracite coal.....	106,140	797	106,937	3.15
Bituminous coal.....	275,856	6,213	282,069	8.31
Coke	5,999	426	6,425	.19
Ores	1,806	9,101	10,907	.32
Stone, sand and other like articles.....	47,415	7,004	54,419	1.60
Other products of mines.....	27,058	8,207	35,265	1.03
Total	464,274	31,748	496,022	14.60
Products of Forests—				
Lumber	116,967	263,268	380,235	11.20
Other products of forests.....	68,522	122,638	191,160	5.63
Total	185,489	385,906	571,395	16.83
Manufactures—				
Petroleum and other oils.....	17,121	11,786	28,907	.85
Sugar	21,954	341	22,295	.66
Naval stores.....	1,123	1,786	2,919	.09
Iron, pig and bloom.....	3,152	3,313	11,965	.35
Iron and steel rails.....	1,049	523	1,572	.05
Other castings and machinery.....	14,145	5,730	19,875	.59
Bar and sheet metal.....	6,468	312	6,780	.20
Cement, brick and lime.....	74,452	12,191	86,643	2.55
Agricultural implements.....	19,943	5,989	25,932	.76
Wagons, carriages, tools, etc.....	5,635	1,148	6,783	.20
Wines, liquors and beers.....	10,098	6,147	16,245	.48
Household goods and furniture.....	20,376	4,722	25,098	.74
Other manufactures.....	169,407	10,806	180,213	5.31
Total	369,933	65,294	435,227	12.83
Merchandise	166,618	89,811	256,429	7.56
Miscellaneous—				
Other commodities not mentioned above.....	97,776	43,988	141,764	4.18
Total tonnage—State.....	2,053,223	1,340,753	3,393,976	100.00
Total tonnage—Entire line.....	4,403,027	2,221,823	6,624,850	.....

DUBUQUE & SIOUX CITY RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Dubuque & Sioux City Railroad Company.

2. Date of organization. October 1, 1888.

3, 4 and 5. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Date and authority for each consolidation.

Dubuque & Sioux City Railroad Company—The Dubuque & Pacific Railroad Company was chartered November 24, 1856, section 43, code of Iowa, 1851, approved February 2, 1851, amended April 2, 1860. After eighty miles of the road had been completed, it was sold under foreclosure August 21, 1860. The present company was organized August 13, 1860. The road as completed extended from Dubuque to Iowa Falls, 142.89 miles.

Cedar Falls & Minnesota Railroad Company—Incorporated April 16, 1858, section 43, code of Iowa, 1851, amended in February, 1864, August, 1868, and April, 1895. Road was sold under foreclosure June 1, 1896, and afterwards acquired by the Dubuque & Sioux City Railroad Company.

Cherokee & Dakota Railroad Company—Incorporated July 5, 1887, laws of Iowa. This road, extending from Cherokee to Onawa, 59.10 miles, and from Cherokee to Sioux Falls, S. D., 96.48 miles, was conveyed to the Dubuque & Sioux City Railroad Company, October 28, 1888. Approved by the shareholders of both companies October 3, 1888.

Iowa Falls & Sioux City Railroad Company—Organized October 1, 1867, section 43, code of Iowa, 1851, approved February 2, 1851, amended April 2, 1860. This road extends from Iowa Falls to Sioux City, 183.69 miles, and was conveyed to the Dubuque & Sioux City Railroad Company, October 23, 1888. Approved by shareholders of the companies October 3, 1888.

Cedar Rapids & Chicago Railroad Company—Incorporated June 28, 1886, laws of Iowa. This road, extending from Manchester to Cedar Rapids, 41.85 miles, was conveyed to the Dubuque & Sioux City Railroad Company October 27, 1888. Approved by the shareholders of both companies October 3, 1888.

Fort Dodge & Omaha Railroad Company—Incorporated September 14, 1898, laws of Iowa. This new road, extending from Tara to Council Bluffs, 131-02 miles, was conveyed to the Dubuque & Sioux City Railroad Company June 30, 1900, as authorized by the stockholders of both companies June 15, 1900.

Albert Lea & Southern Railroad Company—Incorporated September 20, 1899, laws of Minnesota. This road, extending from Iowa state line to Glenville Junction, Minn., 18.59 miles, was conveyed to the Dubuque & Sioux City Railroad Company July 1, 1902, as authorized by the shareholders of both companies April 20, 1903.

Stacyville Railroad Company—Incorporated September 24, 1897, laws of Iowa. This road, extending from Stacyville Junction, Iowa, to Stacyville, Iowa, 7.93 miles, was conveyed to the Dubuque & Sioux City Railroad Company July 1, 1902, as authorized by the stockholders of both companies April 6, 1903.

Cedar Falls & New Hartford Railroad Company—Incorporated January 3, 1903, under laws of Iowa. This road, extending from Cedar Falls to New Hartford, Iowa, 6.60 miles, was conveyed to the Dubuque & Sioux City Railroad Company June 30, 1904. Approved by the stockholders of both companies June 30, 1904.

Cedar Falls & North Eastern Railroad Company—Incorporated August 25, 1904, under laws of Iowa. This road, extending from Cedar Falls to a point on the Dubuque & Sioux City Railroad, between Mona Junction and Janesville, Iowa, 1.55 miles, was conveyed to the Dubuque & Sioux City Railroad May 4, 1905. Approved by the stockholders of both companies, viz.: Cedar Falls & North Eastern Railroad Company, April 29, 1905, and Dubuque & Sioux City Railroad Company, May 3, 1905.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. The Dubuque & Pacific Railroad Company was chartered November 24, 1856, code of Iowa, 1851. Act approved February 2, 1851. Its road was sold under foreclosure August 21, 1860. The Dubuque & Sioux City Railroad was organized August 13, 1860. The Cedar Falls & Minnesota Railroad Company incorporated April 16, 1858, code of Iowa, 1851. Its road sold under foreclosure June 1, 1896, and afterwards acquired by the Dubuque & Sioux City Railroad Company. The Iowa Falls & Sioux City, Cherokee & Dakota and Cedar Rapids & Chicago Railroad Companies were consolidated with the Dubuque & Sioux City Railroad Company October, 1888. The Stacyville and Albert Lea & Southern Railroad Companies were consolidated with the Dubuque & Sioux City Railroad Company July, 1902.

7. What carrier operates the road of this company? Illinois Central Railroad Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. H. Harriman.....	New York, N. Y.....	October, 1908
Cornelius Vanderbilt	New York, N. Y.....	October, 1908
E. T. H. Gibson.....	New York, N. Y.....	October, 1908
J. W. Auchincloss.....	New York, N. Y.....	October, 1908
J. T. Harahan.....	Chicago, Ill.....	October, 1908
A. R. Loomis.....	Ft. Dodge, Iowa.....	October, 1908
Geo. E. Tichty.....	Waterloo, Iowa	October, 1908
H. M. Reed.....	Waterloo, Iowa	October, 1908
W. G. Dous.....	Cedar Rapids, Iowa.....	October, 1908
W. H. Torbert.....	Dubuque, Iowa	October, 1908
J. F. Rider.....	Dubuque, Iowa	October, 1908
John T. Adams.....	Dubuque, Iowa	October, 1908
F. D. Stout.....	Chicago, Ill.....	October, 1908
Walter Luttgren	New York, N. Y.....	October, 1908
A. G. Hackstaff.....	New York, N. Y.....	October, 1908

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Name and Address.	Number of Votes.	Par Value, Common.
Illinois Central Railroad Co., Chicago, Ill.....	104,647	\$10,464,700
Mississippi Valley Corporation, 115 Broadway, New York City	12,600	1,260,000
Augusta E. Breese, 5 West 16th St., New York City.....	124	12,400
Francis T. Owen, care W. Alexander, 32 Nassau St., New York	49	4,900
Marian G. Fish, 25 E. 78th St., New York City.....	34	3,400
John C. French, care Union Stock Yards Bank, So. Omaha, Neb.	40	4,000
Smith Memorial Home, New London, Conn.....	30	3,000
Chas. Bard, Norwich, Conn.....	30	3,000
Eloise L. Breese, 5 West 16th St., New York City.....	18	1,600
Mrs. H. A. Wilson, Norwich, Conn.....	4	400

Date of last meeting of stockholders for election of directors? October 17, 1907.

Total number of stockholders at date of last election? 28.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

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OFFICERS.

Title.	Name.	Official Address.
President	J. T. Harahan.....	Chicago, Ill.
Vice-president	I. G. Rawn.....	Chicago, Ill.
Second vice-president.....	J. F. Titus.....	Chicago, Ill.
Secretary	J. F. Merry.....	Dubuque, Ia.
Treasurer	E. T. H. Gibson.....	New York, N. Y.
Assistant secretary	D. R. Burbank.....	New York, N. Y.
Assistant secretary	B. A. Beck.....	Chicago, Ill.
Comptroller	Con F. Krebs.....	Chicago, Ill.
General manager	F. B. Harriman.....	Chicago, Ill.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, J. T. Titus; title, second vice president; address, 1 Park Row, Chicago, Ill.

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ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles for of Line Each Class or Road Named	Miles for of Line Each Road Named	Miles for of Line Each Class or Road Named
	From	To			
1. B. Dubuque & Sioux City Railroad.....	Iowa State Line.....	South Dakota State Line.....		11.40	
	Iowa State Line.....	Glenville Junction.....		18.59	
Total mileage operated.....					29.99

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

7. Entire line, \$85,703.48, 4 per cent gold bonds and scrip due 1951, were issued as of June 30, 1908, for account permanent improvements during the year.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE
STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The express business on this road is handled by the American Express Company, they paying a specified sum for specified privileges and extra for extra facilities.

2. Mail compensation is fixed by the United States postoffice department and is based on weight of mail carried. Weight is taken every four years.

3. The Pullman Company operates the sleeping cars over this company's lines, it being allowed the usual mileage.

7. The Western Union Telegraph Company handles the telegraph business. It furnishes material, etc., and the railroad company one-half the labor.

8. Usual arrangements at prominent points.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	9,296	34,687	43,983	10.84
Flour	145	50,597	50,742	12.51
Other mill products.....		24,620	24,620	6.07
Hay	58	1,330	1,388	.34
Tobacco				
Cotton		291	291	.07
Fruit and vegetables.....		8,907	8,907	2.20
Other products of agriculture.....				
Total	9,499	120,432	129,931	32.03
Products of Animals—				
Live stock.....	3,245	8,456	11,701	2.88
Dressed meats.....				
Other packing house products.....		1,611	1,611	.40
Poultry, game and fish.....	27	3,373	3,400	.84
Wool		379	379	.09
Hides and leather.....		522	522	.13
Other products of animals.....				
Total	3,272	14,341	17,613	4.34
Products of Mines—				
Anthracite coal.....		659	659	.16
Bituminous coal.....		72,456	72,456	17.86
Coke		590	590	.15
Ores		171	171	.04
Stone, sand and other like articles.....		15,956	15,956	3.93
Other products of mines.....				
Total		89,832	89,832	22.14
Products of Forests—				
Lumber	1,260	50,241	51,501	12.69
Other products of forests.....				
Total	1,260	50,241	51,501	12.69
Manufactures—				
Petroleum and other oils.....		4,742	4,742	1.17
Sugar		1,250	1,250	.31
Naval stores.....		943	943	.23
Iron, pig and bloom.....		106	106	.03
Iron and steel rails.....		5,194	5,194	1.28
Other castings and machinery.....	60	10,219	10,279	2.53
Bar and sheet metal.....	15	9,072	9,087	2.24
Cement, brick and lime.....	13	9,475	9,488	2.34
Agricultural implements.....	10	3,607	3,617	.89
Wagons, carriages, tools, etc.....		1,683	1,683	.41
Wines, liquors and beers.....		1,500	1,500	.37
Household goods and furniture.....	10	1,191	1,201	.30
Other manufactures.....				
Total	108	48,982	49,090	12.10
Merchandise	484	35,230	35,714	8.80
Miscellaneous—				
Other commodities not mentioned above.....	568	31,497	32,065	7.90
Total tonnage—State.....	15,191	390,555	405,746	100.00
Total tonnage—Entire line.....	960,293	1,558,885	2,519,178	

THE DULUTH & IRON RANGE RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. The Duluth & Iron Range Railroad Company.

2. Date of organization. December 21, 1874.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under general laws of the state of Minnesota.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. H. Gary.....	New York, N. Y.....	June, 1909
T. F. Cole.....	Duluth, Minn.....	June, 1909
Thos. Owens.....	Two Harbors, Minn.....	June, 1909
F. H. White.....	Duluth, Minn.....	June, 1909
H. Johnson.....	Duluth, Minn.....	June, 1909
W. E. Corey.....	New York, N. Y.....	June, 1910
Wm. Edenborn.....	New Orleans, La.....	June, 1910
F. E. House.....	Duluth, Minn.....	June, 1910
F. C. Marshall.....	Duluth, Minn.....	June, 1910
James Gayley.....	New York, N. Y.....	June, 1911
Thomas Murray.....	New York, N. Y.....	June, 1911
Geo. L. Reis.....	Duluth, Minn.....	June, 1911
J. H. McLean.....	Duluth, Minn.....	June, 1911

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Name and Address.	Number of Votes.	Par Value, Common.
Minnesota Iron Company, Duluth, Minn.....	25,983	\$100
H. H. Hollister, New York, N. Y.....	1,000	100
Floyd Vail, New York, N. Y.....	1,000	100
Henry Siebert, New York, N. Y.....	1,000	100
A. R. Flower, New York, N. Y.....	1,000	100
Thomas Murray, New York, N. Y.....	5	100
E. H. Gary, New York, N. Y.....	1	100
Wm. Edenborn, New Orleans, La.....	1	100
Jas. Gayley, New York, N. Y.....	1	100
W. E. Corey, New York, N. Y.....	1	100

Date of last meeting of stockholders for election of directors? June 5, 1908.

Total number of stockholders at date of last election? 18.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	F. E. House.....	Duluth, Minn.
First vice-president.....	T. F. Cole.....	Duluth, Minn.
Second vice-president.....	J. H. McLean.....	Duluth, Minn.
Secretary	H. Johnson.....	Duluth, Minn.
Treasurer	F. C. Marshall.....	Duluth, Minn.
Assistant secretary and Asst. Treas.....	Thomas Murray.....	New York, N. Y.
General solicitor	J. B. Cotton.....	Duluth, Minn.
General counsel	F. B. Kellogg.....	St. Paul, Minn.
Auditor	H. Johnson	Duluth, Minn.
General manager	F. E. House.....	Duluth, Minn.
Chief engineer	W. A. Clark.....	Duluth, Minn.
Superintendent	Thomas Owens.....	Two Harbors, Minn.
Assistant superintendent	A. D. Holliday.....	Two Harbors, Minn.
Superintendent motive power.....	H. S. Bryan.....	Two Harbors, Minn.
Superintendent of telegraph.....	A. D. Holliday.....	Two Harbors, Minn.
General freight agent.....	H. Johnson.....	Duluth, Minn.
General passenger agent.....	H. Johnson.....	Duluth, Minn.
General ticket agent.....	H. Johnson.....	Duluth, Minn.
General baggage agent.....	H. Johnson.....	Duluth, Minn.
Land commissioner	B. P. Crane.....	Duluth, Minn.
Assistant land commissioner.....	L. B. Arnold.....	Duluth, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, H. Johnson; title, auditor; address, Duluth, Minn.

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ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Duluth & Iron Range Railroad Co.....	A. Duluth.....	Ely.....	117.22	
	Tower Junction.....	Tower.....	1.40	
	Allen Junction.....	Virginia.....	25.31	
	McKinley.....	Eveleth.....	8.83	
	Waldo.....	5th Ave., east, Duluth.....	15.02	
	B. Branches and Spurs.....			167.78
	Union Depot, Duluth.....			61.51
Total mileage operated.....				230.09

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. Single track, 19.03 miles.
2. Yard tracks and sidings, 1.20 miles.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. A contract with the United States Express Company for the transaction of express business over this road at a minimum rate of \$400 per month.
2. The United States mails are carried over this road at rates and on conditions fixed by the government.
6. Not with any public carrier.
8. A contract with the Duluth Telephone Company for terminal facilities at Duluth for Duluth and Iron Range telephone lines.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	28	5,201	5,229	.06
Flour		2,924	2,924	.04
Other mill products	24	3,872	3,896	.05
Hay	347	11,583	11,930	.14
Tobacco				
Cotton				
Fruit and vegetables	30	2,342	2,372	.03
Other products of agriculture				
Total	429	25,922	26,351	.32
Products of Animals—				
Live stock	612	1,561	2,173	.03
Dressed meats		333	333	
Other packing house products		121	121	
Poultry, game and fish	229		229	
Wool				
Hides and leather				
Other products of animals				
Total	841	2,015	2,856	.03
Products of Mines—				
Anthracite coal		12,831	12,831	.15
Bituminous coal		191,010	191,010	2.30
Coke				
Ores	6,827,041		6,827,041	82.10
Stone, sand and other like articles	7,725	4,530	12,255	.15
Other products of mines				
Total	6,834,766	208,371	7,043,137	84.70
Products of Forests—				
Lumber	174,450	930	175,380	2.11
Other products of forests	984,321		984,321	11.84
Total	1,158,771	930	1,159,701	13.95
Manufactures—				
Petroleum and other oils	11	314	325	
Sugar		902	902	.01
Naval stores				
Iron, pig and bloom	661	111	772	.01
Iron and steel rails	2,726	994	3,720	.04
Other castings and machinery	2,844	3,297	6,141	.07
Bar and sheet metal		84	84	
Cement, brick and lime	233	10,181	10,414	.13
Agricultural implements				
Wagons, carriages, tools, etc.		12	12	
Wines, liquors and beers	4,935	1,965	6,900	.08
Household goods and furniture	60	54	114	
Other manufactures	42	1,355	1,397	.02
Total	11,512	19,269	30,781	.36
Merchandise	35,655	6,133	41,788	.50
Miscellaneous—				
Other commodities not mentioned above	6,514	4,827	11,341	.14
Total tonnage—State	8,048,488	267,467	8,315,955	100.00
Total tonnage—Entire line	8,048,488	267,467	8,315,955	100.00

DULUTH & NORTHEASTERN RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Duluth & Northeastern Railroad Company.
2. Date of organization. Tenth day of September, A. D., 1898.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. By virtue of and pursuant to title one (1), chapter thirty-four (34), of the general statutes of Minnesota, 1894, and all acts amendatory thereof and supplementary thereto.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. Weyerhaeuser.....	St. Paul, Minn.....	June 1, 1909
R. M. Weyerhaeuser	Cloquet, Minn.....	June 1, 1909
H. C. Hornby.....	Cloquet, Minn.....	June 1, 1909
J. E. Lynds	Cloquet, Minn.....	June 1, 1909
Hugo Schlenk	Cloquet, Minn.....	June 1, 1909

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Preferred or Guaranteed.
Cloquet Lumber Co., Cloquet, Minn.....	2,496	\$249,600
Northern Lumber Co., Cloquet, Minn.....	2,496	249,600
F. Weyerhaeuser, St. Paul, Minn.....	1	100
H. C. Hornby, Cloquet, Minn.....	1	100
J. E. Lynds, Cloquet, Minn.....	1	100
R. M. Weyerhaeuser, Cloquet, Minn.....	1	100
F. E. Weyerhaeuser, St. Paul, Minn.....	1	100
Hugo Schlenk, Cloquet, Minn.....	1	100
H. G. Stevens, Cloquet, Minn.....	1	100
Wm. Irvine, Chippewa Falls, Wis.....	1	100

Date of last meeting of stockholders for election of directors? June 3, 1908.

Total number of stockholders at date of last election? Ten.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Do any of the ten largest security holders hold any securities as trustees?
No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
Chairman of the board.....	F. Weyerhaeuser.....	St. Paul, Minn.
President	F. Weyerhaeuser.....	St. Paul, Minn.
First vice-president.....	R. M. Weyerhaeuser.....	Cloquet, Minn.
Secretary	Hugo Schlenk.....	Cloquet, Minn.
Treasurer	J. E. Lynds.....	Cloquet, Minn.
Attorney or general counsel.....	None salaried.....	
Auditor	H. G. Stevens.....	Cloquet, Minn.
General manager	H. C. Hornby.....	Cloquet, Minn.
Chief engineer	H. E. McLeon.....	Cloquet, Minn.
General superintendent	John Dunlavey.....	Cloquet, Minn.
General freight agent.....	H. G. Stevens.....	Cloquet, Minn.
General passenger agent.....	H. G. Stevens.....	Cloquet, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, H. G. Stevens; title, auditor; address, Cloquet, Minn.

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ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Duluth & Northeastern Railroad.....	Cloquet, Minn.....	Hornby, Minn.....		57:
A. Main Line.....				
B. Branches and Spurs:				
Harris Branch.....	Harris Jet.....	Harris Lake.....		5.5
Total mileage operated.....				62.5

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extension of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. No extension of road put in operation during year.
2. Michigan branch (a temporary logging spur), one mile in length, abandoned.
3. Brevator branch, four miles in length, under construction.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

We have no contracts or agreements in effect concerning transportation of freight or passengers.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain		893	893	.45
Flour		52	152	.08
Other mill products.....	100	1,003	1,003	.51
Hay				
Tobacco				
Cotton				
Fruit and vegetables.....	63	91	154	.08
Other products of agriculture.....				
Total	163	2,039	2,202	1.12
Products of Animals—				
Live stock	205	200	405	.21
Dressed meats.....				
Other packing house products.....				
Poultry, game and fish.....				
Wool				
Hides and leather.....				
Other products of animals.....				
Total	205	200	405	.21
Products of Mines—				
Anthracite coal.....				
Bituminous coal		10,359	10,359	5.25
Coke				
Ores				
Stone, sand and other like articles.....				
Other products of mines.....				
Total		10,359	10,359	5.25
Products of Forests—				
Lumber	18,180		18,180	9.21
Pine logs	117,366			
Other products of forests, pulpwood, ties, etc.	45,537		162,903	82.59
Total	181,083		181,083	91.80
Manufactures—				
Petroleum and other oils.....				
Sugar				
Naval stores				
Iron, pig and bloom.....				
Iron and steel rails.....				
Other castings and machinery.....				
Bar and sheet metal.....				
Cement, brick and lime.....				
Agricultural implements.....				
Wagons, carriages, tools, etc.....	608		608	.31
Wines, liquors and beers.....				
Household goods and furniture.....				
Other manufactures.....				
Total	608		608	.31
Merchandise	1,983	600	2,583	1.31
Miscellaneous—				
Other commodities not mentioned above				
Total tonnage—State.....	183,979	13,261	197,240	100.00
Total tonnage—Entire line.....	183,979	13,261	197,240	100.00

DULUTH & NORTHERN MINNESOTA RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Duluth & Northern Minnesota Railway Company.
2. Date of organization. May 31, 1893.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Statutes of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not consolidated.
5. Date and authority for each consolidation. Not consolidated.
7. What carrier operates the road of this company? Not reorganized.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Benjamin W. Arnold.....	Albany, N. Y.....	Until election of successor.
Russell A. Alger.....	Detroit, Mich.	Until election of successor.
John Millen.....	Duluth, Minn.....	Until election of successor.
R. W. Marble.....	Duluth, Minn.....	Until election of successor.
G. H. Stalker.....	Detroit, Mich.	Until election of successor.

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
R. A. Alger estate, Detroit, Mich.....	806	\$80,600
R. A. Alger, trustee, Detroit, Mich.....	498	49,800
B. W. Arnold, Albany, N. Y.....	481.6	48,160
John Millen, Duluth, Minn.....	208	20,800
J. C. McCaul estate, Detroit, Mich.....	2.4	240
Russel A. Alger, Detroit, Mich.....	2	200
R. M. Marble, Duluth, Minn.....	1	100
G. H. Stalker, Detroit, Mich.....	1	100

Date of last meeting of stockholders for election of directors? June 3, 1908.

Total number of stockholders at date of last election? Eight.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees?
Yes.

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OFFICERS.

Title.	Name.	Official Address.
President	Benjamin W. Arnold.	Albany, N. Y.
First vice-president.....	John Millen.....	Duluth, Minn.
Secretary	R. N. Marble.....	Duluth, Minn.
Treasurer	Russel A. Alger.....	Detroit, Mich.
Auditor	G. H. Stalker.....	Detroit, Mich.
Assistant auditor	J. W. Bayly.....	Duluth, Minn.
General manager	John Millen.....	Duluth, Minn.
Assistant general manager.....	R. N. Marble.....	Duluth, Minn.
Chief engineer	A. Mitchell.....	Duluth, Minn.
General superintendent	John Whyte.....	Knife River, Minn.
Assistant general superintendent.....	Geo. Ward.....	Knife River, Minn.
General freight agent.....	R. N. Marble.....	Duluth, Minn.
Assistant general freight agent.....	C. Reynolds.....	Knife River, Minn.
General passenger agent.....	J. W. Bayly.....	Duluth, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, J. W. Bayly; title, assistant auditor; address, Duluth, Minn.

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ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Duluth & Northern Minnesota Railway Co.				
A. Main Line.....	Knife River, Minn.....	Baptism River, Minn.....	96.10	50.00
B. Branches and Spurs.....	Main Line.....	Logging Operators, Minn.....		46.10
Total mileage operated.....				96.10

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extension of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. (a) Main line put into operation, 5 miles. (b) Branches and spurs put into operation for logging, 14 24-100 miles.

DULUTH & NORTHERN MINNESOTA RAILWAY COMPANY. 447

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain		402	402	.04
Flour		250	250	.02
Other mill products.....		48	48	.01
Hay	25	1,625	1,650	.05
Tobacco		5	5	.....
Cotton .....				.....
Fruit and vegetables.....		1,000	1,000	.09
Other products of agriculture.....		504	504	.04
Total	25	3,834	3,859	.35
Products of Animals—				
Live stock	146		146	.01
Dressed meats.....		925	925	.09
Other packing house products.....		50	50	.01
Poultry, game and fish.....		5	5	.....
Wool .....				.....
Hides and leather.....				.....
Other products of animals.....				.....
Total	146	980	1,126	.11
Products of Mines—				
Anthracite coal.....				.....
Bituminous coal .....				.....
Coke .....				.....
Ores .....				.....
Stone, sand and other like articles....				.....
Other products of mines.....				.....
Total .....				.....
Products of Forests—				
Lumber	109	580	689	.06
Other products of forests.....	1,087,329		1,087,329	99.33
Total	1,087,438	580	1,088,018	99.39
Manufactures—				
Petroleum and other oils.....	62		62	.....
Sugar	85		85	.01
Naval stores .....				.....
Iron, pig and bloom .....				.....
Iron and steel rails.....				.....
Other castings and machinery.....				.....
Bar and sheet metal.....		75	75	.01
Cement, brick and lime.....		20	20	.....
Agricultural implements		10	10	.....
Wagons, carriages, tools, etc.....	200	120	320	.03
Wines, liquors and beers.....		80	80	.01
Household goods and furniture.....	350	211	561	.05
Other manufactures.....		462	462	.04
Total	697	978	1,675	.15
Merchandise				
Miscellaneous—				
Other commodities not mentioned above				.....
Total tonnage—State.....	1,088,306	6,372	1,094,678	100.00
Total tonnage—Entire line.....	1,088,306	6,372	1,094,678	100.00

DULUTH BELT LINE RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Duluth Belt Line Railway Company.

2. Date of organization. Organized as "Duluth Incline Railway Co.," December 14, 1888. Articles amended January 16, 1890, changing name to Duluth Belt Line Railway Company.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Title one (1), of Chapter 34, of the General Statutes of the State of Minnesota and acts amendatory.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Duluth Incline Railway Company, charter dated December 14, 1888. Filed in Secretary of State's office, Book "V" of Corporations, on page 334. Amended, Duluth Belt Line Railway Co., charter dated January 16, 1890. Filed in Secretary of State's office, Book "Y" of Corporations, page 297.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
J. R. Myers.....	Philadelphia, Pa.	
C. E. Dickerman.....	Deceased	
H. H. Myers.....	Duluth, Minn.	
H. L. Moody.....	Deceased	
B. F. Myers.....	Duluth, Minn.	

Date of last election of stockholders for election of directors? December 10, 1892.

Total number of stockholders at date of last meeting? 25.

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OFFICERS.

Title.	Name.	Official Address.
President	J. R. Myers.....	Philadelphia, Pa.
First vice-president.....	Vacant	
Secretary	B. F. Myers.....	Duluth, Minn.
Treasurer	H. H. Myers.....	Duluth, Minn.
Attorney or general counsel.....	Victor Stearns.....	Duluth, Minn.
General manager	H. H. Myers.....	Duluth, Minn.
General superintendent	Wm. R. Ives.....	Bay View Heights, W. Duluth, Minn.

DULUTH, MISSABE & NORTHERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Duluth, Missabe & Northern Railway Company.

2. Date of organization. Articles executed February 11, 1891. Recorded by Secretary of State, May 26, 1891.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the laws of the State of Minnesota, Title 1, Chapter 34, General Statutes of 1878, and acts amendatory.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
W. J. Olcott.....	Duluth, Minn.	
W. A. McGonagle.....	Duluth, Minn.	
E. S. Kempton.....	Duluth, Minn.	First Tuesday after
H. L. Dresser.....	Duluth, Minn.	first Monday in
Geo. D. Swift.....	Duluth, Minn.	February, 1909.
A. B. Wolvin.....	Duluth, Minn.	
J. B. Hanson.....	Duluth, Minn.	

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
George Welwood Murray and Chas. E. Schelde, as joint tenants, and not as tenants in common with right of survivorship, New York, N. Y.....	23,793 $\frac{2}{3}$	\$2,379,366.67
Lake Superior Consolidated Iron Mines, Newark, N. J.	1,324 $\frac{1}{2}$	132,433.33
E. H. Gary and James Galey, as joint tenants and not as tenants in common with right of survivorship, New York, N. Y.....	16,000	1,600,000.00
William J. Olcott, Duluth, Minn.....	1	100.00
Edward S. Kempton, Duluth, Minn.....	1	100.00
Geo. D. Swift.....	1	100.00
Hermion L. Dresser, Duluth, Minn.....	1	100.00
William A. McGonagle, Duluth, Minn.....	1	100.00

Date of last meeting of stockholders for election of directors? February 4, 1908.

Total number of stockholders at date of last election? Twelve.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? Yes.

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OFFICERS.

Title.	Name.	Official Address.
President	W. J. Olcott.....	Duluth, Minn.
First vice-president	W. A. McGonagle.....	Duluth, Minn.
Second vice-president.....	P. Mitchell.....	Duluth, Minn.
Secretary	Edw. B. Ryan, Jr.....	Duluth, Minn.
Treasurer	E. S. Kempton.....	Duluth, Minn.
Assistant treasurer	Chas. E. Scheide.....	71 Broadway, N. Y.
General solicitor	Jos. B. Cotton.....	Duluth, Minn.
Attorney or general counsel.....	Frank B. Kellogg.....	St. Paul, Minn.
Assistant secretary.....	C. D. Frazer.....	71 Broadway, N. Y.
Auditor	J. B. Hanson.....	Duluth, Minn.
Chief engineer	H. L. Dresser.....	Duluth, Minn.
Superintendent	J. W. Krettter.....	Proctor, Minn.
General freight agent.....	J. B. Hanson.....	Duluth, Minn.
General passenger agent.....	J. B. Hanson.....	Duluth, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, E. S. Kempton; title, treasurer; address, Duluth, Minn.

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extension of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. 26.78 miles of mine spurs constructed.
3. New coal dock under construction.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain		2,667	2,667	.02
Flour	1,667	1,499	3,166	.02
Other mill products	1,350	2,891	4,241	.04
Hay		6,250	6,250	.05
Tobacco		48	48	
Cotton				
Fruit and vegetables	5	2,600	2,605	.02
Other products of agriculture				
Total	-3,022	15,955	18,977	.15
Products of Animals—				
Live stock	98	1,206	1,304	.01
Dressed meats		735	735	.01
Other packing house products		479	479	
Poultry, game and fish	9	85	94	
Wool				
Hides and leather	17	9	26	
Other products of animals				
Total	124	2,514	2,638	.02
Products of Mines—				
Anthracite coal		12,738	12,738	.10
Bituminous coal		313,601	313,601	2.49
Coke	30	520	550	.01
Ores	11,675,970		11,675,970	92.76
Stone, sand and other like articles	33,203	541	33,744	.26
Other products of mines				
Total	11,709,203	327,400	12,036,603	95.62
Products of Forests—				
Lumber	12,730	107,867	120,597	.96
Other products of forests	283,679	31,519	315,198	2.50
Total	296,409	139,386	435,795	3.46
Manufactures—				
Petroleum and other oils		3,786	3,786	.03
Sugar		385	385	
Naval stores				
Iron, pig and bloom				
Iron and steel rails		11,321	11,321	.09
Other castings and machinery	184	16,272	16,456	.13
Bar and sheet metal	1,279	2,965	4,244	.03
Cement, brick and lime		11,796	11,796	.09
Agricultural implements				
Wagons, carriages, tools, etc.		318	318	
Wines, liquors and beers	6,971	4,395	11,366	.10
Household goods and furniture	396	632	1,028	.01
Other manufactures	2,860	18,096	20,956	.16
Total	11,690	69,966	81,656	.64
Merchandise	3,715	3,581	7,296	.06
Miscellaneous—				
Other commodities not mentioned above	1,120	3,377	4,497	.05
Total tonnage—State	12,025,283	562,179	12,587,462	100.00
Total tonnage—Entire line	12,025,283	562,179	12,587,462	100.00

DULUTH, SOUTH SHORE & ATLANTIC RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Duluth, South Shore & Atlantic Railway Company.
2. Date of organization. December 22, 1886.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the general railway laws of the states of Michigan and Wisconsin.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.
 - (a) Sault Ste. Marie & Marquette Railroad Company.
 - (b) Mackinaw & Marquette Railroad Company.
 - (c) Wisconsin, Sault Ste. Marie & Mackinaw Railway Company.
 - (d) Duluth, Superior & Michigan Railway Company.

The three companies first named (a, b, c) organized and existing under an act of the legislature of the State of Michigan. The last named (d) company is a corporation organized and existing under the laws of the State of Wisconsin.

5. Date and authority for each consolidation. December 22, 1886, by agreement of the above named companies under the general railroad laws of the States of Michigan and Wisconsin.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Sir Wm. C. Van Horne.....	Montreal, Que.	September 17, 1908
Walter R. Baker.....	Montreal, Que.	September 17, 1908
Chas. Drinkwater	Montreal, Que.	September 17, 1908
Wm. F. Fitch.....	Marquette, Mich.....	September 17, 1908
Geo. H. Church.....	New York, N. Y.....	September 17, 1908
Richard B. Angus.....	Montreal, Que.	September 17, 1908
John W. Sterling.....	New York, N. Y.....	September 17, 1908
R. Y. Hebdon.....	New York, N. Y.....	September 17, 1908
Thos. Pearsall	Black Rock, Conn.....	September 17, 1908
Jas. O. Bloss.....	New York, N. Y.....	September 17, 1908
E. V. Skinner.....	New York, N. Y.....	September 17, 1908

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Common.	Par Value.	Prefd.
J. S. Bache & Co., New York, N. Y.....	1,510	\$118,500		\$32,500
Henry Clews & Co., New York, N. Y.....	1,635	63,500		100,000
Thos. Denny & Co., New York, N. Y.....	1,650	15,000		150,000
A. A. Houseman & Co., New York, N. Y.....	2,000	90,000		110,000
Chas. Head & Co., New York, N. Y.....	1,490	107,500		41,500
Geo. Leask & Co., New York, N. Y.....	2,130	43,000		170,000
Laidlaw & Co., New York, N. Y.....	3,400	187,500		152,500
Albert H. Wheeler, New York, N. Y.....	2,000	200,000		.....
F. St. Goar, New York, N. Y.....	3,250	163,000		162,000
Sir Thos. Shaughnessy, Sir Wm. C. Van Horne, K. C. M. G., Richard B. Angus, trustees, Montreal, Que.	111,725	6,072,500		5,100,000

Date of last meeting of stockholders for election of directors? September 19, 1907.

Total number of stockholders at date of last election? 667.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? Yes.

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OFFICERS.

Title.	Name.	Official Address.
President and general manager.....	Wm. F. Fitch.....	Marquette, Mich.
First vice-president	Walter R. Baker.....	Montreal, Que.
Second vice-president and asst. treas.	Geo. H. Church.....	New York, N. Y.
Secretary	Jas. Clarke.....	New York, N. Y.
Treasurer	E. W. Allen.....	Marquette, Mich.
General attorney	A. B. Eldredge.....	Marquette, Mich.
Attorney	E. A. Miller.....	Marquette, Mich.
Auditor	A. E. Delf.....	Marquette, Mich.
Acting chief engineer.....	V. D. Simar.....	Marquette, Mich.
General superintendent	C. E. Lytle.....	Marquette, Mich.
Assistant superintendent.....	A. M. Sutherland.....	Thomaston, Mich.
Assistant superintendent.....	H. P. Stafford.....	Marquette, Mich.
General freight agent.....	W. W. Walker.....	Duluth, Minn.
Assistant general freight agent.....	Jas. Robertson.....	Houghton, Mich.
General passenger agent.....	Mart. Adson.....	Duluth, Minn.
Assistant general passenger agent.....	Jas. Maney.....	Duluth, Minn.
Assistant general freight agent.....	S. R. Lewis.....	Duluth, Minn.
Land commissioner	E. W. MacPherran.....	Marquette, Mich.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, A. E. Delf; title, auditor; address, Marquette, Mich.

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ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Class of Roads Named	Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To			
5. Trackage Rights Northern Pacific Railway.....	Center St. Louis River.....	D. U. D. & T. Ry. Jct.....	2.50		2.70
Duluth Union Depot & Transfer Railway.....	At Duluth..... Minn.....		.20		
Total mileage operated.....					2.70

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

2. The compensation for carrying United States mail on route from Nestora, Mich., to Duluth, Minn., was fixed on July 1, 1907, at rate of \$37.21 per mile per annum for 210.48 miles, and \$11.37 per mile per annum for 430 miles. Superior, Wis., to Duluth, Minn., lap service over route 139051 (Northern Pacific Ry.)

5. Contract was made on March 1, 1908, with the Northern Pacific Railway Co. for handling our business between Superior, Wis., and Duluth, Minn. We pay them for trackage of passenger trains, \$10.00 per train; \$5.00 for hauling each loaded freight car and \$6.50 when for team track loading or delivery; \$2.00 per empty car when handled empty in both directions; \$2.00 per light engine and \$1.00 per net ton on all freight handled through their warehouse at Duluth, Minn.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Total tonnage—Entire state: Freight originating on this road, whole tons, 2,128,098; freight received from connecting roads and other carriers, whole tons, \$15,884; total freight tonnage, whole tons, 2,943,982; total freight tonnage, per cent, 100.00.

DULUTH TERMINAL RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Duluth Terminal Railway Company.

2. Date of organization. August 31, 1887.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General laws of the State of Minnesota, Chapter 34, Statutes 1887.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill.....	St. Paul, Minn.....	When successor is elected.
R. I. Farrington.....	St. Paul, Minn.....	When successor is elected.
E. Sawyer	St. Paul, Minn.....	When successor is elected.
J. H. Graber.....	St. Paul, Minn.....	When successor is elected.
W. R. Begg.....	St. Paul, Minn.....	When successor is elected.

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value.
Great Northern Railway, St. Paul, Minn.....	491	\$49,100
Louis W. Hill, St. Paul, Minn.....	1	*100
R. I. Farrington, St. Paul, Minn.....	5	*500
E. Sawyer, St. Paul, Minn.....	1	*100
H. R. Begg, St. Paul, Minn.....	1	*100
J. H. Graber, St. Paul, Minn.....	1	*100

*Qualifying shares held in the interest of G. N. Ry. Co.

Date of last meeting of stockholders for election of directors? October 10, 1907.

Total number of stockholders at date of last election? Six.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees?

As stated above.

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OFFICERS.

Title.	Name.	Official Address.
President	Louis W. Hill.....	St. Paul, Minn.
Vice-president	R. I. Farrington.....	St. Paul, Minn.
Secretary-treasurer	E. Sawyer.....	St. Paul, Minn.
Comptroller	J. G. Drew.....	St. Paul, Minn.
Superintendent	J. H. Taylor.....	Superior, Wis.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, I. E. Drew; title, comptroller; address, St. Paul, Minn.

DULUTH, RAINY LAKE & WINNIPEG RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Duluth, Rainy Lake & Winnipeg Railway Company.
2. Date of organization. August, 1901.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Title one, Chapter 34, General Statutes of Minnesota. Revision 1878, being Section 2592 to 2793 of the General Statutes, 1894.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Not reorganized, but name was formerly Duluth, Virginia & Rainy Lake Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
W. H. Cook.....	Duluth, Minn.....	February, 1909
J. C. Mullery.....	Duluth, Minn.....	February, 1909
F. P. Stone.....	Wausau, Wis.	February, 1909
David O. Anderson.....	Duluth, Minn.....	February, 1909
Jas. A. Davis.....	Chicago, Ill.....	February, 1909

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
The Virginia and Rainy Lake Co., Duluth, Minn.....	18,496	\$1,849,600
W. H. Cook, Duluth, Minn.....	1	100
F. P. Stone, Wausau, Wis.....	1	100
J. C. Mullery, Duluth, Minn.....	1	100
David O. Anderson, Duluth, Minn.....	1	100
James A. Davis, Chicago, Ill.....	1,500	150,000

Date of last meeting of stockholders for election of directors? July 14, 1908.

Total number of stockholders at date of last election? Six.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees?

No.

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OFFICERS.

Title.	Name.	Official Address.
President	Wirt H. Cook.....	Duluth, Minn.
First vice-president	John C. Mullery.....	Duluth, Minn.
Secretary	David O. Anderson.....	Duluth, Minn.
Treasurer	Fowler P. Stone.....	Wausau, Wis.
General solicitor	J. L. Washburn.....	Duluth, Minn.
Attorney	W. D. Bailey.....	Duluth, Minn.
Auditor	Julius Sobotta.....	Duluth, Minn.
General manager	M. A. Murphy.....	Virginia, Minn.
Chief engineer	H. T. Hare.....	Virginia, Minn.
Traffic manager	G. Roy Hall.....	Duluth, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, Julius Sobotta; title, auditor; address, Duluth, Minn.

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ROAD OPERATED—STATE OF MINNESOTA
 (For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
Duluth, Rainy Lake and Winnipeg Railway Co.	Rainy Junction	Ranier	92.90
Total mileage operated	92.90

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**CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE
STATE OF MINNESOTA.**

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with the American Express Co., whereby they do all the express business upon line operated by this company. The railway company received percentage of gross earnings.

2. The United States mails are carried over this road at rates and on conditions fixed by the government.

3. The Canadian Northern Railway Co. operates sleeping cars over this company's lines at the usual mileage rate.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	110	456	566	.42
Flour	104	187	291	.21
Other mill products.....	48	110	158	.12
Hay	137	335	472	.35
Tobacco	1	7	8	.01
Cotton				
Fruit and vegetables.....	82	61	143	.10
Other products of agriculture.....				
Total	482	1,156	1,638	1.20
Products of Animals—				
Live stock	218	23	241	.18
Dressed meats.....	12	146	158	.12
Other packing house products.....	2	59	61	.04
Poultry, game and fish.....	67	4	71	.05
Wool				
Hides and leather.....	3	1	4	
Other products of animals.....	1	4	5	
Total	303	237	540	.40
Products of Mines—				
Anthracite coal.....				
Bituminous coal	2,378	27	2,405	1.76
Coke				
Ores				
Stone, sand and other like articles....	60		60	.04
Other products of mines.....				
Total	2,438	27	2,465	1.81
Products of Forests—				
Lumber	5,430	122	5,552	4.07
Other products of forests.....	124,087	114	124,201	91.09
Total	129,517	236	129,753	95.16
Manufactures—				
Petroleum and other oils.....	46	62	108	.08
Sugar	7	69	76	.06
Naval stores				
Iron, pig and bloom.....				
Iron and steel rails.....	3	1	4	
Other castings and machinery.....	93	174	267	.20
Bar and sheet metal.....	1	4	5	
Cement, brick and lime.....	70	150	220	.16
Agricultural implements	3	4	7	
Wagons, carriages, tools, etc.....	11	4	15	.01
Wines, liquors and beers.....	74	57	131	.10
Household goods and furniture.....	46	44	90	.07
Other manufactures.....	32	107	139	.10
Total	386	676	1,062	.77
Merchandise	40	246	286	.21
Miscellaneous—				
Other commodities not mentioned above	432	179	611	.45
Total tonnage—State.....	133,598	2,757	136,355	100.00
Total tonnage—Entire line.....	133,598	2,757	136,355	100.00

GREAT NORTHERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. The Great Northern Railway Company.

2. Date of organization. March 1, 1856.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota: Acts of March 1, 1856; February 23, 1857; February 28, 1865; March 5, 1869; March 6, 1869; March 2, 1870; March 11, 1879; March 7, 1881; March 10, 1885.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
James J. Hill.....	St. Paul, Minn.....	October, 1908
Fredrick Weyerhaeuser.....	St. Paul, Minn.....	October, 1908
Louis W. Hill.....	St. Paul, Minn.....	October, 1908
R. I. Farrington.....	St. Paul, Minn.....	October, 1909
E. Sawyer.....	St. Paul, Minn.....	October, 1909
W. R. Begg.....	St. Paul, Minn.....	October, 1909
Henry W. Cannon.....	New York, N. Y.....	October, 1910
William B. Dean.....	St. Paul, Minn.....	October, 1910
Samuel Thorne.....	New York, N. Y.....	October, 1910

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value.
George F. Baker, New York, N. Y.....	28,720	\$2,872,000
Baring & Company, New York, N. Y.....	19,299	1,929,900
Clark, Dodge & Company, New York, N. Y.....	23,597	2,359,700
E. H. Harriman, New York, N. Y.....	67,773	6,777,300
Jas. J. Hill, St. Paul, Minn.....	20,000	2,000,000
Margaret C. Howard, London, England.....	17,925	1,792,500
D. Willis James, New York, N. Y.....	32,250	3,225,000
John S. Kennedy, New York, N. Y.....	70,000	7,000,000
Lord Strathecona, London, England.....	28,800	2,880,000
Edward Tuck, Paris, France.....	24,000	2,400,000

Date of last meeting of stockholders for election of directors? October 10, 1907.

Total number of stockholders at date of last meeting? 6,471.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? Cannot say.

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OFFICERS.

Title.	Name.	Official Address.
Chairman of the board.....	James J. Hill.....	St. Paul, Minn.
President.....	Louis W. Hill.....	St. Paul, Minn.
Second vice-president.....	R. I. Farrington.....	St. Paul, Minn.
Third vice-president.....	E. T. Nichols.....	New York, N. Y.
Secretary and assistant treasurer.....	E. T. Nichols.....	New York, N. Y.
Treasurer and assistant secretary.....	E. Sawyer.....	St. Paul, Minn.
Assistant treasurer and asst. Sec'y.....	N. Terhune.....	New York, N. Y.
Assistant secretary.....	F. W. Bobbett.....	St. Paul, Minn.
General solicitor.....	W. R. Begg.....	St. Paul, Minn.
Attorney.....	J. D. Armstrong.....	St. Paul, Minn.
Attorney.....	M. L. Countryman.....	St. Paul, Minn.
Comptroller.....	J. G. Drew.....	St. Paul, Minn.
Assistant comptroller.....	G. R. Martin.....	St. Paul, Minn.
Auditor.....	F. E. Draper.....	St. Paul, Minn.
General manager.....	J. M. Gruber.....	St. Paul, Minn.
Assistant general manager.....	H. A. Kennedy.....	St. Paul, Minn.
Chief engineer.....	A. H. Hogeland.....	St. Paul, Minn.
General Superintendents—		
Lake district.....	D. M. Philbin.....	Superior, Wis.
Eastern district.....	W. D. Scott.....	St. Paul, Minn.
Central district.....	R. W. Bryan.....	Minot, N. D.
Western district.....	E. L. Brown.....	Spokane, Wash.
Division Superintendents—		
Terminals.....	P. L. Clarity.....	Minneapolis, Minn.
St. Cloud and Fergus Falls.....	F. Bell.....	Melrose, Minn.
Northern.....	F. S. Elliott.....	Crookston, Minn.
Willmar.....	G. S. Stewart.....	Willmar, Minn.
Sioux City.....	R. L. Kuebel.....	Sioux City, Ia.
Superior.....	J. H. Taylor.....	Superior, Wis.
Missabe.....	J. H. Taylor.....	Superior, Wis.
Breckenridge.....	S. Ennis.....	Breckenridge, Minn.
Dakota.....	M. Nicholson.....	Grand Forks, N. D.
Minot.....	C. E. Leavrich.....	Minot, N. D.
Montana.....	T. F. Lowry.....	Havre, Mont.
Butte.....	P. C. Allen.....	Great Falls, Mont.
Kalispell.....	W. R. Smith.....	Whitefish, Mont.
Spokane.....	L. W. Bowen.....	Spokane, Wash.
Marcus.....	R. C. Morgan.....	Spokane, Wash.
Cascade.....	J. H. O'Neill.....	Everett, Wash.
Superintendent of telegraph.....	E. J. Little.....	St. Paul, Minn.
Traffic manager.....	W. W. Broughton.....	St. Paul, Minn.
Assistant traffic manager.....	W. P. Kenny.....	St. Paul, Minn.
Assistant traffic manager.....	M. J. Costello.....	Seattle, Wash.
Assistant general freight agent.....	H. A. Kimball.....	St. Paul, Minn.
Assistant general freight agent.....	A. G. Maguire.....	St. Paul, Minn.
Assistant general freight agent.....	A. Graw.....	Seattle, Wash.
Assistant general freight agent.....	G. I. Sweeney.....	St. Paul, Minn.
General passenger agent.....	A. L. Craig.....	St. Paul, Minn.
Assistant general passenger agent.....	S. J. Ellison.....	St. Paul, Minn.
Assistant general passenger agent.....	W. A. Ross.....	Seattle, Wash.
General baggage agent.....	S. A. Smart.....	St. Paul, Minn.
Land commissioner.....	C. H. Babcock.....	St. Paul, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, J. G. Drew; title, comptroller; address, St. Paul, Minn.

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ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
The Great Northern Railway Co.			
1. A. Main Line.....	St. Paul, via Barnesville.....	International Boundary at Noyes including track to St. Vincent, Minn.....	392.72
	Coon Creek Junction.....	Wisconsin state line.....	112.01
	In Duluth, Minn.....	Milaca, Minn.....	38
	Elk River, Minn.....	Brook Park, Minn.....	31.81
	East St. Cloud, Minn.....	Willmar, Minn.....	58.30
	St. Cloud, Minn.....	Cass Lake, Minn.....	55.56
	Sauk Centre, Minn.....	Tintah, Minn.....	140.00
	Evansville, Minn.....	Pelican Rapids, Minn.....	32.01
	Fergus Falls, Minn.....	Grand Forks, N. D.....	21.65
	Barnesville, Minn., via Fargo.....	Redland, Minn.....	22.79
	Moorehead, Minn.....		66.05
	Minneapolis, Minn., via Willmar and Breckenridge.....	North Dakota state line.....	208.56
	Clearwater Jct.....	St. Cloud, Minn.....	63.08
	Spring Park Junction.....	Hutchinson, Minn.....	43.90
	Willmar, Minn.....	South Dakota state line, including track South Dakota state line to Iowa state line.....	133.91
	Benson, Minn.....	South Dakota state line.....	46.18
	Morris, Minn.....	Brown's Valley, Minn.....	48.60
	Yarmouth, Minn.....	North Dakota state line.....	9.18
	North Dakota state line.....	Moorhead, Minn.....	36.80
	Wisconsin state line.....	Redland, Minn.....	247.94
	Brookston, Minn.....	Ellis, Minn.....	46.51
	Swan River, Minn., via Hibbing.....	Virginia, Minn.....	50.17
	Kelly Lake, Minn.....	Fermoy, Minn.....	23.40
	Red Lake Falls, Minn.....	Exmore, Minn.....	9.69
	Crookston, Minn.....	Greenbush, Minn.....	61.23
		North Dakota state line.....	23.60

1,986.03

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ROAD OPERATED—STATE OF MINNESOTA—Continued
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
B. Branches and Spurs	State Fair Ground Spur, St. Paul, Minn.	Sauk Rapids, Minn.	64
	East St. Cloud, Minn.	Dam, St. Cloud, Minn.	2 13
		Quarries, Sandstone, Minn.	2 57
	Hopkins Jet.	Hopkins, Minn.	2 61
	On Mesabi Iron Range.	Commodore Mine.	3 57
	On Mesabi Iron Range.	Kinney-Hawkins Mine.	1 69
	On Mesabi Iron Range.	Crosby Mine.	10 16
	On Mesabi Iron Range.	Forest Mine.	1 56
	On Mesabi Iron Range.	Stevenson Mine.	2 36
	On Mesabi Iron Range.	Mahoning Mine.	3 95
	On Mesabi Iron Range.	Webb-Laura Mine.	2 00
	On Mesabi Iron Range.	Williams-Albany Mine.	1 41
	On Mesabi Iron Range.	Monroe Mine.	2 45
	On Mesabi Iron Range.	Jordan Mine.	1 76
	On Mesabi Iron Range.	Croxton Mine.	1 18
	On Mesabi Iron Range.	Kinney Mine.	1 35
	On Mesabi Iron Range.	Wylie, Minn.	1 41
	St. Hilaire, Minn.		7 49
			50.29
	Total owned (Forward).		2,036.32
2. Duluth Terminal Railway.	Duluth, Minn.		1.82
5. Northern Pacific Railway.	In Duluth.		.29
	Tilden Junction.	Red Lake Falls, Minn.	10.57
	At Hibbing, Minn.		1.70
	Duluth, Messabe & Northern Railroad.		.55
	St. Paul Union Depot Co.	Depot Tracks, St. Paul, Minn.	.19
Duluth Union Depot Company.	Depot Tracks, Duluth, Minn.		13.30
			2,051.44
Total mileage operated.			

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. Kelly Lake to Fermoy, 23.40 miles.

4. The lease with the St. P. M. & M. Railway Company was terminated November 1, 1907.

5. The Great Northern Railway Company purchased as of July 1, 1907, (except as below noted), the lines of railway, equipment, securities, assets, etc., of the following companies, and now holds the titles thereto:

	Par Value of Capital Stock
Minnesota & Great Northern Railway Co.....	.....
Dakota & Great Northern Railway Co.....	\$2,000,000.00
Montana & Great Northern Railway Co.....	7,000,000.00
Billings & Northern Railroad Co.....	.....
Eastern Railway Company of Minnesota.....	16,000,000.00
Park Rapids & Leech Lake Railway Co.....	500,000.00
St. Paul, Minneapolis & Manitoba Railway Co. (Nov. 1, 1907).....	19,662,000.00
Minneapolis Union Railway Co.....	500,000.00
Duluth, Watertown & Pacific Railway Co.....	730,000.00
Willmar & Sioux Falls Railway Co.....	7,000,000.00
Montana Central Railway Co.....	5,000,000.00
Spokane Falls & Northern Railway Co.....	2,809,000.00
Columbia & Red Mountain Railway Co.....	264,400.00
Washington & Great Northern Railway Co.....	2,000,000.00
Seattle & Montana Railroad Co.....	13,999,550.00

Payment for the property purchased was made by the Great Northern Railway Company, assuming the payment of the bonds which had been issued by the selling companies and which were outstanding at the date of the purchase, by writing off the amounts the Great Northern had from time to time advanced said companies for construction purposes, etc., by assuming and discharging all the other liabilities of said companies and by the payment of the consideration named in the resolutions adopted by the stockholders authorizing said purchases. Out of the considerations so paid the several "selling" companies were enabled to call for retirement and cancellation their entire share capital and have taken up their shares which were owned by the Great Northern Railway Company. The par value of said shares so owned June 30, 1907, have been entered above opposite the names of the several companies in answer to question 5.

6. Upon payment of the subscriptions therefor, \$60,000,000.00 of additional capital stock was issued as of May 1, 1907.

7. The following changes have been made in the funded debt during the year:

St. P. M. & M. Ry. Co. Bonds:

Consolidated mortgage 4½ per cent bonds issued in exchange for prior lien bonds canceled, as below	*\$1,204,000.00	
Less bonds redeemed through operation of sinking fund:		
By St. P. M. & M. Ry. Co., prior to Nov. 1, 1907.....	\$14,000.00	
By G. N. Ry. Co., since Nov. 1, 1907..	78,000.00	92,000.00
Net increase		\$1,112,000.00
Prior lien bonds exchanged for consolidated mortgage bonds and canceled, as above:		
Second mortgage bonds.....	\$593,000.00	
Dakota extension mortgage bonds.....	611,000.00	
		*1,204,000.00
Net decrease St. P. M. & M. Ry. bonds....		\$92,000.00

Eastern Ry. of Minn. Bonds:

First division first mortgage bonds:	
Matured April 1, 1908.....	\$4,700,000.00
Presented for redemption and redeemed to July 1, 1908	\$4,627,000.00
Northern division first mortgage bonds issued on redemption of first division bonds.....	4,627,000.00
Of the latter, there were \$2,065,000.00 held in the company's treasury June 30, 1908.	

8. The following securities were purchased with the railways, equipments and other properties, described in answer to question 5:

Stocks:

		From
Lake Superior Terminal & Transfer Ry. Co.....	\$15,700.00	Eastern Ry. Co. of Minnesota.
Duluth Terminal Ry. Co.....	50,000.00	
Sioux City & Western Ry. Co.....	2,600,000.00	Willmar & Sioux Falls Ry. Co.
New Westminster Southern Ry. Co.	600,000.00	Seattle & Montana R. R. Co.

Bonds:

Duluth Terminal Ry. Co.....	175,000.00	Eastern Ry. Co. of Minnesota.
Wisconsin Central Ry. Terminal bonds	275,000.00	Minneapolis Union Ry. Co.
St. P. M. & M. Ry. Improvement bonds	6,910,000.00	Montana & G. N. Ry. Co.

Other stocks and bonds purchased or subscribed for:

Stocks:

Great Northern Ry. Co.....	\$683,050.00
Lake Superior Terminal & Transfer Ry.....	20,400.00
Farmers Grain & Shipping Co.....	61,025.00
Crow's Nest Pass Coal Co. (for cash).....	46,690.00
Crow's Nest Pass Coal Co. (as stock subscription).....	248,666.87
Midland Ry. Co. of Manitoba.....	5,000.00
Brandon, Saskatchewan & Hudson's Bay Ry. Co.....	45,000.00
Crow's Nest Southern Ry. Co.....	120,000.00
Vancouver, Victoria & E. Ry. & N. Co.....	50,000.00
Iowa & Great Northern Ry. Co.....	500,000.00
Victoria & Sidney Ry. Co. (100 per cent paid on 960 shares)....	98,500.00
Victoria & Sidney Ry. Co. (10 per cent paid on 250 shares)....	.....
Victoria Terminal & Ferry Co. (50 per cent paid on 5 shares)...	250.00
Washington Bridge Co.....	14,500.00
East Wenatchee Land Co.....	11,666.67

Bonds:

Minnesota Transfer Ry. Co.....	18,000.00
Farmers Grain and Shipping Co.....	324,000.00
Spokane Falls & Northern Ry., first mortgage.....	3,000.00
Eastern Ry. of Minnesota, Northern Division, first mortgage...	2,065,000.00
The following securities disposed of during the year:	
Sioux City & Western Ry. Co. stock (for cash).....	\$2,500,000.00
Butte, Anaconda & Pacific Ry. stock (for cash).....	490,000.00
Town of Sandness, bonds:	
Balance June 30, 1907.....	\$1,592.00
Balance June 30, 1908.....	453.15

\$1,138.85

received on account of redemption of \$2,000.00 in bonds held by this company and stocks of sundry companies shown above under answer 5.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

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1. Contract with Great Northern Express Co., whereby they do all express business upon lines owned and controlled by this company. The railway company receives percentage of gross earnings.

2. Mail rates established by the government in accordance with law.

3. This company operates its own sleeping, parlor and dining cars.

7. Western Union Telegraph Company and the Great Northwestern Telegraph Company, joint use of wires and transportation to the telegraph companies free of charge, labor and material account of repairs.

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FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain			3,248,811	16.89
Flour			301,691	1.57
Other mill products			170,315	.89
Hay			149,173	.73
Tobacco				
Cotton			20,035	.10
Fruit and vegetables			41,671	.22
Other products of agriculture			143,765	.74
Total			4,075,461	21.19
Products of Animals—				
Live stock			196,091	1.02
Dressed meats			18,386	.10
Other packing house products			3,201	.02
Poultry, game and fish			2,020	.01
Wool			7,090	.04
Hides and leather			8,370	.04
Other products of animals			8,130	.04
Total			243,288	1.27
Products of Mines—				
Anthracite coal			395,408	2.05
Bituminous coal			1,321,797	6.87
Coke			236,222	1.23
Ores			7,941,962	41.30
Stone, sand and other like articles			438,354	2.28
Other products of mines			93,115	.49
Total			10,426,858	54.22
Products of Forests—				
Lumber			1,430,891	7.44
Other products of forests			1,150,742	5.98
Total			2,581,633	13.42
Manufactures—				
Petroleum and other oils			70,204	.37
Sugar				
Naval stores				
Iron, pig and bloom			5,348	.03
Iron and steel rails			75,866	.39
Other castings and machinery			70,541	.37
Bar and sheet metal			63,010	.33
Cement, brick and lime			272,013	1.42
Agricultural implements			58,162	.30
Wagons, carriages, tools, etc			13,943	.07
Wines, liquors and beers			54,777	.29
Household goods and furniture			20,748	.10
Other manufactures			110,894	.57
Total			815,506	4.24
Merchandise			586,862	3.05
Miscellaneous—				
Other commodities not mentioned above			502,620	2.61
Total tonnage—State			*	*
Total tonnage—Entire line			19,232,228	100.00

*Cannot state.

GREEN BAY & WESTERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Green Bay & Western Railroad Company.
2. Date of organization. June 5, 1896.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the laws of the State of Wisconsin, certificate filed June 3, 1896.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Reorganized company.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Originally chartered April 12, 1866, as the Green Bay & Lake Pepin Railroad. Reorganized as the Green Bay & Minnesota Railroad September 5, 1873. Sold under foreclosure of mortgage January 20, 1881, and reorganized as the Green Bay, Winona & St. Paul Railroad. Sold under foreclosure of mortgage June 10, 1896, and reorganized as the Green Bay & Western Railroad Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
S. S. Palmer.....	Princeton, N. J.....	March 12, 1909
Mark T. Cox.....	East Orange, N. J.....	March 12, 1909
C. L. Blair.....	New York, N. Y.....	March 12, 1909
Wm. J. Willson.....	New York, N. Y.....	March 12, 1909
J. A. Jordan.....	Green Bay, Wis.....	March 12, 1909

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
D. C. Blair, 24 Broad St., New York.....	5,135	\$513,500
Mark T. Cox, East Orange, N. J.....	2,117	211,700
Estate of Moses Taylor, 40 Wall St., New York.....	4,130	413,000
Estate of A. S. Resenbaum, 147 Water St., New York.....	570	57,000
A. D. Russell, 52 Wall St., New York.....	714	71,400
R. B. Wilson, 40 Wall St., New York.....	426	42,600
J. M. Lichtenauer, 20 Broad St., New York.....	337	33,700
Estate of H. H. Stevens, 15 Congress St., Boston.....	300	30,000
D. Stuart Dodge, 11 Cliff St., New York.....	290	29,000
Jas. C. Parrish, 25 Broad St., New York.....	270	27,000

- Date of last meeting of stockholders for election of directors? March 12, 1908.
 Total number of stockholders at date of last election? 161.
 Has each share of stock one vote? Yes.
 Has any issue of securities contingent voting rights? No.
 Has any issue of securities special privileges in the election of directors? No.
 Do any of the ten largest security holders hold any securities as trustees?
 No.

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OFFICERS.

Title.	Name.	Official Address.
Chairman of the board and president.	S. S. Palmer.....	40 Wall St., New York
Vice-president	J. A. Jordan.....	Green Bay, Wis.
Secretary and treasurer.....	Mark T. Cox.....	40 Wall St., New York
General auditor	J. C. Thurman.....	Green Bay, Wis.
General manager	J. A. Jordan.....	Green Bay, Wis.
Superintendent	F. B. Seymour.....	Green Bay, Wis.
General freight agent	W. C. Modisett.....	Green Bay, Wis.
General passenger agent.....	W. C. Modisett.....	Green Bay, Wis.
General ticket agent.....	W. C. Modisett.....	Green Bay, Wis.
General baggage agent.....	W. C. Modisett.....	Green Bay, Wis.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, J. C. Thurman; title, general auditor; address, Green Bay, Wis.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE
STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Co. pays 40 per cent on gross earnings.
2. Post Office Department pays \$16,922.28 per annum.
7. Line owned jointly with Western Union Telegraph Co.

IOWA CENTRAL RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Iowa Central Railway Company.
2. Date of organization. May 9, 1888. Articles filed May 14, 1888.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Incorporated on the 9th day of May, 1888, by virtue of an act of the General Assembly of the State of Illinois, approved March 1, 1872, for the purpose of constructing railways, maintaining and operating the same, for prescribing and defining the duties and limiting the powers of such corporations when so organized.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Our present incorporation is not a reorganized incorporation, but was organized as stated in answer to interrogatory No. 3 and acquired from other organizations the property it now owns, there have been no amendments to the articles of incorporation as originally executed in May, 1888.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
L. C. Weir.....	New York, N. Y.....	September, 1911
Charles W. Osborn.....	New York, N. Y.....	September, 1911
Frank Trumbull.....	New York, N. Y.....	September, 1911
Edwin Hawley.....	New York, N. Y.....	September, 1912
F. H. Davis.....	New York, N. Y.....	September, 1912
A. C. Doan.....	New York, N. Y.....	September, 1912
T. P. Shonts.....	Chicago, Ill.....	September, 1908
F. C. Bradley.....	New York, N. Y.....	September, 1908
H. E. Huntington.....	New York, N. Y.....	September, 1908
L. F. Day.....	Minneapolis, Minn.....	September, 1909
Henry A. Gardner.....	Chicago, Ill.....	September, 1909
William Shillaber.....	New York, N. Y.....	September, 1909
Paul Morton.....	Chicago, Ill.....	September, 1910
John E. Searles.....	New York, N. Y.....	September, 1910
W. S. Crandell.....	New York, N. Y.....	September, 1910

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value.	Prefd.
E. Hawley, New York, N. Y.....	17,700	\$13,400	\$4,300
F. H. Davis, New York, N. Y.....	6,800	6,800	.....
Griesel & Rogers, New York, N. Y.....	6,100	3,300	2,800
George Crocker, New York, N. Y.....	4,400	4,400	.....
Henry I. Clark & Co., New York, N. Y.....	3,857	1,431	2,426
Hawley & Davis, New York, N. Y.....	5,700	3,400	2,300
Waterman & Co., New York, N. Y.....	2,220	2,020	200
William Shillaber, New York, N. Y.....	3,910	3,910	.....
Russell Sage, New York, N. Y.....	5,698	1,323	4,375
H. E. Huntington, New York, N. Y.....	1,800	1,800	.....

Date of last meeting of stockholders for election of directors? September 6, 1907.

Total number of stockholders at date of last election? 605.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

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OFFICERS.

Title.	Name.	Official Address.
President	Edwin Hawley.....	New York, N. Y.
Vice-president	F. H. Davis.....	New York, N. Y.
Vice-president	L. F. Day.....	Minneapolis, Minn.
Secretary	A. C. Doan.....	New York, N. Y.
Treasurer	F. H. Davis.....	New York, N. Y.
Assistant treasurer.....	W. W. Cole.....	Minneapolis, Minn.
General counsel	Geo. W. Seevers.....	Minneapolis, Minn.
Auditor	L. G. Scott.....	Minneapolis, Minn.
General manager	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	W. D. Wheeler.....	Minneapolis, Minn.
General superintendent	D. C. Noonan.....	Minneapolis, Minn.
Superintendent	C. S. Hayden.....	Oskaloosa, Ia.
Superintendent of telegraph.....	S. J. Dunn.....	Oskaloosa, Ia.
Traffic manager	J. N. Tittamore.....	Minneapolis, Minn.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Ill.
Assistant general freight agent.....	H. F. Marsh.....	Minneapolis, Minn.
General passenger agent.....	A. B. Cutts.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed? Name, L. G. Scott; title, auditor; address, Minneapolis, Minn.

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ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
5. Main Line.....	Albert Lea, Minn.....	Minnesota-Iowa state line.....	12.36	12.36
Total mileage operated.....			12.36	12.36

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

7. First and refunding mortgage bonds issued during the year as follows: \$147,000.00 account additions, betterments and improvements.

8 and 9. \$2,000,000.00 of first and refunding mortgage bonds were sold for cash during the year at 60 per cent realizing \$1,200,000.00; \$24,000.00 of first and refunding mortgage bonds were purchased for cash during the year for \$19,913.53.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Adams Express Company. Compensation based upon receipts of express company with an established minimum.

2. United States Post Office Department. Compensation based upon weight of mail and size of mail compartments in cars.

3. The Pullman Company. The Pullman Company is paid a certain rate per car mile for the use of their cars, based upon yearly revenue, the maximum rate being two cents. The revenue derived from the sale of seats and berths accrues to them.

4. Various Railroads. Interline billing to facilitate movement of freight.

5. Chicago, Rock Island & Pacific Railway Company. For use of tracks between Manly Junction, Iowa, and Albert Lea, Minn., compensation based upon the cost of road and wheelage proportion of maintenance.

The Minneapolis & St. Louis Railroad Company. For use of round house, freight house, passenger station and yards at Albert Lea, Minn., compensation being an agreed amount and proportion of cost of maintenance.

7. Western Union Telegraph Company. Twenty-five per cent of telegraph receipts.

9. George Allanson. News privileges on passenger trains, compensation being an agreed amount.

Sundry contracts with firms and individuals, for use of right of way and station grounds for elevators, coal sheds, lumber yards, etc., compensation being a nominal amount.

*Represents Iowa Central proportion of cost of constructing a passing track at Gordonville, Minn., during 1906 and 1907. As we own no tangible property in Minnesota the above should be left out of cost of road for State of Minnesota.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	2,984	20,278	23,262	3.51
Flour	94	96,626	96,720	14.58
Other mill products	132	10,964	11,096	1.67
Hay		291	291	.04
Tobacco				
Cotton		12	12	
Fruit and vegetables				
Other products of agriculture	454	7,379	7,833	1.18
Total	3,664	135,550	139,214	20.98
Products of Animals—				
Live stock	522	3,004	3,526	.53
Dressed meats	1,727	7,122	8,849	1.33
Other packing house products	197	3,708	3,905	.59
Poultry, game and fish	26	256	282	.04
Wool	36	21	57	.01
Hides and leather	193	173	366	.06
Other products of animals	239	194	433	.07
Total	2,940	14,478	17,418	2.63
Products of Mines—				
Anthracite coal		763	763	.12
Bituminous coal	310,019	20,117	330,136	49.77
Coke	1,394	1,727	3,121	.47
Ores				
Stone, sand and other like articles		376	376	.06
Other products of mines		66	66	.01
Total	311,413	23,049	334,462	50.43
Products of Forests—				
Lumber	1,116	47,754	48,870	7.37
Other products of forests	2,280	4,808	7,088	1.07
Total	3,396	52,562	55,958	8.44
Manufactures—				
Petroleum and other oils	84	4,721	4,805	.72
Sugar	8	1,264	1,272	.19
Naval stores				
Iron, pig and bloom	315	1,826	2,141	.32
Iron and steel rails		48	48	.01
Other castings and machinery	1,193	931	2,124	.32
Bar and sheet metal	1,773	642	2,415	.36
Cement, brick and lime	5,029	9,714	14,743	2.22
Agricultural implements	911	2,200	3,111	.47
Wagons, carriages, tools, etc.	408	451	859	.13
Wines, liquors and beers	3,752	3,730	7,482	1.13
Household goods and furniture	905	596	1,501	.23
Other manufactures	5,212	1,670	6,882	1.04
Total	19,590	27,793	47,383	7.14
Merchandise	12,887	20,838	33,725	5.09
Miscellaneous—				
Other commodities not mentioned above	13,759	21,339	35,098	5.29
Total tonnage—State	367,649	295,609	663,258	100.00
Total tonnage—Entire line	1,670,379	620,773	2,291,152	

MASON CITY & FORT DODGE RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Mason City & Fort Dodge Railroad Company.

2. Date of organization. May 23, 1881.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General laws state of Iowa, chapter 1, title IX., code of Iowa, sections 1056 to 1090; articles amended October 19, 1885; May 22, 1889; February 19, 1891; May 19, 1903; March 25, 1905.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
A. B. Stickney.....	St. Paul, Minn.....	September, 1908
G. H. Prince.....	St. Paul, Minn.....	September, 1908
Oliver Crosby	St. Paul, Minn.....	September, 1908
A. H. Lindeke.....	St. Paul, Minn.....	September, 1908
G. W. Wattles.....	Omaha, Neb.	September, 1908

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value.	
		Common.	Preferred.
Chicago Great Western Railway Co., St. Paul, Minn.	328,411	\$19,205,400	\$13,635,752

Date of last meeting of stockholders for election of directors? September 17, 1907.

Total number of stockholders at date of last election? Six.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees?
No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	A. B. Stickney.....	St. Paul, Minn.
Vice-president	Geo. H. Prince.....	St. Paul, Minn.
Secretary	Paul C. Weed.....	St. Paul, Minn.
Treasurer	R. O. Barnard.....	St. Paul, Minn.
Assistant secretary	L. M. Shipley.....	Clarion, Ia.
Assistant secretary	F. S. Piqua.....	New York, N. Y.
Attorney or general counsel.....	A. G. Briggs.....	St. Paul, Minn.
Auditor	C. O. Kalman.....	St. Paul, Minn.
General manager	S. C. Stickney.....	St. Paul, Minn.
Chief engineer	W. H. Chadbourne.....	St. Paul, Minn.
General superintendent	O. Cornelisen	St. Paul, Minn.
Division superintendent	L. M. Shipley.....	Clarion, Ia.
Traffic manager	L. S. Cass.....	St. Paul, Minn.
General freight agent.....	W. E. Pinckney.....	St. Paul, Minn.
General passenger agent.....	J. P. Elmer.....	St. Paul, Minn.
Assistant general passenger agent.....	R. F. Malone.....	St. Paul, Minn.
General baggage agent.....	G. T. Spillman.....	Chicago, Ill.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, C. O. Kalman; title, general auditor; address, St. Paul, Minn.

(Page 15A) ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports.)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Mason City and Fort Dodge Railroad Co.....	Hayfield.....	Iowa State Line.....	27.33	27.33
Total mileage operated.....				27.33

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain			56,064	22.70
Flour			2,988	1.21
Other mill products			1,013	.41
Hay			519	.21
Tobacco				
Cotton				
Fruit and vegetables			4,866	1.97
Other products of agriculture			667	.27
Total			66,117	26.77
Products of Animals—				
Live stock			10,793	4.37
Dressed meats			11,559	4.68
Other packing house products			9,756	3.95
Poultry, game and fish			222	.09
Wool				
Hides and leather			1,606	.65
Other products of animals			296	.12
Total			34,232	13.86
Products of Mines—				
Anthracite coal			4,322	1.75
Bituminous coal			32,528	13.17
Coke			692	.28
Ores			1,556	.63
Stone, sand and other like articles			7,730	3.13
Other products of mines			667	.27
Total			47,495	19.23
Products of Forests—				
Lumber			11,806	4.78
Other products of forests			815	.33
Total			12,621	5.11
Manufactures—				
Petroleum and other oils			1,754	.71
Sugar			5,360	2.17
Naval stores				
Iron, pig and bloom			617	.25
Iron and steel rails			272	.11
Other castings and machinery			1,803	.73
Bar and sheet metal			469	.19
Cement, brick and lime			21,315	8.63
Agricultural implements			519	.21
Wagons, carriages, tools, etc.			296	.12
Wines, liquors and beers			1,778	.72
Household goods and furniture			1,679	.68
Other manufactures			7,954	3.18
Total			43,716	17.70
Merchandise			36,380	14.73
Miscellaneous—				
Other commodities not mentioned above			6,421	2.60
Total tonnage—State			246,982	100.00
Total tonnage—Entire line			961,772	

MINNEAPOLIS & RAINY RIVER RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Minneapolis & Rainy River Railway Company.
2. Date of organization. July 20, 1904.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, title I., chapter 34, general statutes for the year 1894.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Wm. T. Joyce.....	Chicago, Ill.	October 6, 1908
Thomas Hume	Muskegon, Mich.	October 6, 1908
H. C. Akeley.....	Minneapolis, Minn.....	October 6, 1908
F. C. Gerhard.....	Minneapolis, Minn.....	October 6, 1908
Fred A. Bill.....	Minneapolis, Minn.....	October 6, 1908

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
Wm. T. Joyce, Chicago, Ill.....	2,140	\$214,000
Hackley & Hume, Muskegon, Mich.....	1,337	133,700
Estate of C. H. Hackley, Muskegon, Mich.....	1	100
Thomas Hume, Muskegon, Mich.....	1	100
H. C. Akeley, Minneapolis, Minn.....	400	40,000
F. C. Gerhard, Minneapolis, Minn.....	120	12,000
Fred A. Bill, Minneapolis, Minn.....	1	100

Date of last meeting of stockholders for election of directors? October 1, 1907.

Total number of stockholders at date of last election? Seven.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

No. Do any of the ten largest security holders hold any securities as trustees?

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	Wm. T. Joyce.....	Chicago, Ill.
First vice-president	H. C. Akeley.....	Minneapolis, Minn.
Secretary	Fred A. Bill.....	Minneapolis, Minn.
Treasurer	Fred A. Bill.....	Minneapolis, Minn.
General solicitor	A. Y. Merrill.....	Minneapolis, Minn.
Attorney or general counsel.....	R. J. Powell.....	Minneapolis, Minn.
Auditor	Duties performed by secretary.	
General manager	F. C. Gerhard.....	Minneapolis, Minn.
Chief engineer	S. D. Patrick.....	Deer River, Minn.
Superintendent	W. C. Lacroix.....	Deer River, Minn.
General freight agent.....	Fred A. Bill.....	Minneapolis, Minn.
General passenger agent.....	Fred A. Bill.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, Fred A. Bill; title, secretary; address, Minneapolis, Minn.

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Same as entire line Page 15.....	70.26
Total mileage operated.....	70.26

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**CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE
OF MINNESOTA.**

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

9. Contract with Itasca Lumber Company amended by agreement to basis of \$1.50 per M for handling logs, instead of \$1.00. Earnings for this year computed on changed rate.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain				
Flour				
Other mill products.....				
Hay				
Tobacco				
Cotton				
Fruit and vegetables.....				
Other products of agriculture.....				
Total	530	1,338	1,868	.39
Products of Animals—				
Live stock.....				
Dressed meats.....				
Other packing house products.....				
Poultry, game and fish.....				
Wool				
Hides and leather.....				
Other products of animals.....				
Total	337	207	544	.11
Products of Mines—				
Anthracite coal.....				
Bituminous coal.....				
Coke				
Ores				
Stone, sand and other like articles.....				
Other products of mines.....				
Total	1,693		1,693	.35
Products of Forests—				
Lumber				
Other products of forests.....				
Total	476,499		476,499	98.61
Manufactures—				
Petroleum and other oils.....				
Sugar				
Naval stores.....				
Iron, pig and bloom.....				
Iron and steel rails.....				
Other castings and machinery.....				
Bar and sheet metal.....				
Cement, brick and lime.....				
Agricultural implements.....				
Wagons, carriages, tools, etc.....				
Wines, liquors and beers.....				
Household goods and furniture.....				
Other manufactures.....				
Total	505	684	1,189	.24
Merchandise	778	612	1,390	.29
Miscellaneous—				
Other commodities not mentioned above.....	48		48	.01
Total tonnage—State.....	480,390	2,841	483,231	100.00
Total tonnage—Entire line.....	480,390	2,841	483,231	100.00

THE MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. The Minneapolis & St. Louis Railroad Company.
2. Date of organization. November 2, 1894.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under laws of Minnesota and Iowa.

The original Minneapolis & St. Louis Railway Company was a Minnesota corporation, created March 3, 1853, by chapter 66, special laws 1853, by the name of the Minnesota Western Railroad Company. By authority of chapter 57, special laws 1870, it changed its name to the Minneapolis & St. Louis Railway Company, such action being taken by a resolution of the board of directors adopted May 26, 1870. The Minneapolis & Duluth Railroad Company was organized by certain special stockholders of the Minneapolis & St. Louis Railway Company, on April 24, 1871, by authority contained in its original charter, and amendments thereto.

The Minnesota & Iowa Southern Railroad Company was an Iowa corporation, created under the general laws of Iowa, in 1878. The Fort Dodge & Fort Ridgley Railroad Company was an Iowa corporation incorporated under the general laws of Iowa on July 24, 1876. On April 20, 1881, the Minneapolis & St. Louis Railway Company, the Minneapolis & Duluth Railroad Company, the Minnesota & Iowa Southern and the Fort Dodge & Fort Ridgley companies were consolidated into one company, by the name of The Minneapolis & St. Louis Railway Company, a railroad corporation of Minnesota and Iowa. On June 25, 1888, the Minneapolis & St. Louis Railway Company went into the hands of a receiver. Its property was sold under decree of foreclosure on October 11, 1894, and reorganized under the name of the Minneapolis & St. Louis Railroad Company on November 2, 1894, in order to preserve the corporate rights in the several states, that portion of the property which lies in the state of Iowa was conveyed to a committee who, on January 18, 1895, organized a corporation known as the Minneapolis & St. Louis Railroad and Telegraph Company of Iowa, which was formally consolidated with the Minneapolis & St. Louis Railroad Company on the first day of February, 1895, under the present corporate name of the Minneapolis & St. Louis Railroad Company. The present reorganization is under the general laws of the states of Minnesota and Iowa. Under such reorganization all the charter rights contained in the original special act of the legislature of Minnesota, under which the original company was created, are retained in the new corporation.

The following is a reference to the original and special act of incorporation, and the amendments thereto:

Minnesota Western Railroad Company, incorporated by chapter 66, special laws 1853, approved March 3, 1853; amended chapter 65, special laws 1853, approved February 26, 1855; amended chapter 117, special laws 1869, approved March 5, 1869; amended chapter 57, special laws 1870, approved February 4, 1870. (This amendment authorizes change of name by resolution, to take effect after public notice of such change has been given for one month in any daily paper published in Minneapolis.)

Resolution changing name adopted by board of directors May 26, 1870:

Charter amended chapter 71, special laws 1871, approved February 25, 1871; amended chapter 96, special laws 1872, approved February 23, 1872; amended chapter 124, special laws 1872, approved February 20, 1872; amended chapter 72, special laws 1878, approved March 9, 1878; amended chapter 34, special laws 1877, approved February 24, 1877; amended chapter 80, special laws 1878, approved March 11, 1878; amended chapter 185, special laws 1879, approved March 4, 1879; amended chapter 118, special laws 1861, approved February 4, 1861; amended chapter 113, special laws 1881, approved March 2, 1881; chapter 94, general laws 1881.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Minneapolis & St. Louis Railway Company reorganized November 2, 1894.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. E. Huntington.....	New York, N. Y.....	October, 1908
Frank Trumbull.....	New York, N. Y.....	October, 1908
F. H. Davis.....	New York, N. Y.....	October, 1909
J. E. Searles.....	New York, N. Y.....	October, 1909
L. F. Day.....	Minneapolis, Minn.	October, 1909
Edwin Hawley	New York, N. Y.....	October, 1910
F. E. Palmer.....	New York, N. Y.....	October, 1910
L. C. Weir.....	New York, N. Y.....	October, 1910

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value.	
		Common.	Preferred.
Edwin Hawley, New York, N. Y.....	7,457	\$4,900	\$2,557
F. H. Davis, New York, N. Y.....	5,900	4,700	1,200
Hebden, Bog & Molleux, New York, N. Y.....	5,200	5,200	.....
Amelia Lavanburg, New York, N. Y.....	5,000	.....	5,000
Hawley & Davis, New York, N. Y.....	4,300	3,600	700
Wm. Shillaber, New York, N. Y.....	3,953	3,453	500
Geo. Crocker, New York, N. Y.....	3,200	1,100	2,100
A. A. Housman & Co., New York, N. Y.....	2,350	1,000	1,350
Levi C. Weir, New York, N. Y.....	2,300	1,400	900
Geo. E. Dimock, New York, N. Y.....	2,280	1,755	525

Date of last meeting of stockholders for election of directors October 1, 1907.

Total number of stockholders at date of last election? 496.

Has each share of stock one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees?
No.

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OFFICERS.

Title.	Name.	Official Address.
President	Edwin Hawley.....	New York, N. Y.
Vice-president	L. F. Day.....	Minneapolis, Minn.
Assistant treasurer	W. W. Cole.....	Minneapolis, Minn.
Treasurer	F. H. Davis.....	New York, N. Y.
Secretary	A. C. Doan.....	New York, N. Y.
General counsel	Geo. W. Seevers.....	Minneapolis, Minn.
Auditor and assistant secretary.....	L. G. Scott.....	Minneapolis, Minn.
General manager	L. F. Day.....	Minneapolis, Minn.
Chief engineer	W. D. Wheeler.....	Minneapolis, Minn.
General superintendent	D. C. Noonan.....	Minneapolis, Minn.
Superintendent	E. D. Hogan.....	Minneapolis, Minn.
Freight traffic manager.....	J. N. Tittmore.....	Minneapolis, Minn.
Assistant general freight agent.....	H. F. Marsh.....	Minneapolis, Minn.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Ill.
General passenger agent.....	A. B. Cutts.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, L. G. Scott; title, auditor and assistant secretary; address, Minneapolis, Minn.

(Page 15A.)

ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other than Switching and Terminal) Making Operating Reports.)

NAME	[TERMINI		Miles of Line for Each Road Named	Miles Of Line for Each Class of Roads Named
	From	To		
1. A. The Minneapolis & St. Louis Railroad.....	Minneapolis, Minn.....	Minn.-Iowa State Line.....	122.07	122.07
1. B. The Minneapolis & St. Louis Railroad.....	Hopkins, Minn.....	Minn.-So. Dakota State Line.....	175.74	255.95
	Winthrop, Minn.....	Minn.-Iowa State Line.....	80.21	
5. Northern Pacific Railroad.....	Minneapolis, Minn.....	St Paul, Minn.....	10.11	10.11
Total mileage operated.....			388.13	388.13

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

3. Line from Manitou Junction to Tonka Bay leased to the Minneapolis & St. Paul Suburban Ry. Co., 1.45 miles.

7. First and refunding mortgage bonds issued during the year as follows: \$332,000.00 account additions, betterments and improvements.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Company. Compensation based upon receipts of express company, with an established minimum.

2. United States Postoffice Department. Compensation based upon weight of mail and size of mail compartments in cars.

3. The Pullman Company. The Pullman Company is paid a certain rate per car mile for the use of their cars, based upon yearly revenue, the maximum rate being 2c. The revenue derived from the sale of seats and berths accrues to them.

4. Various railroads interline billing to facilitate movement of freight.

5. Chicago Great Western Railway Company. For use of small piece of track in Minneapolis, compensation an agreed amount.

Chicago, St. Paul, Minneapolis & Omaha Railway Company. For use of line between Minneapolis and Merriam, compensation based upon cost of road, and wheelage proportion of maintenance.

Great Northern Railway Company. For use of tracks in Minneapolis, for agreed proportion of maintenance, etc. For use of passenger station in Minneapolis, compensation based upon cost.

Illinois Central Railroad Company. For use of round house, yards and depot facilities at Albert Lea, Minn., compensation being an agreed amount and wheelage proportion of maintenance.

Iowa Central Railway Company. For use of round house, yards and depot facilities at Albert Lea, Minn., compensation being an agreed amount and wheelage proportion of maintenance.

Minneapolis, St. Paul & Sault Ste. Marie Railway Company. For use of tracks, 1st St. North to 20th Ave. South, Minneapolis, compensation being an agreed amount, and wheelage proportion of maintenance.

Northern Pacific Railway Company. For use of tracks between Minneapolis and St. Paul, compensation based upon cost of road and wheelage proportion of maintenance. For use of round house, freight house and yards at St. Paul, compensation being an agreed amount and proportion of cost of maintenance. For use of tracks, 1st St. North to 20th Ave. South, and St. Paul, Minneapolis & Manitoba crossing, Minneapolis, compensation being based upon cost of property and wheelage proportion of maintenance.

Minneapolis & St. Paul Suburban Railway Company. For lease of track between Manitou Jct. and Tonka Bay, Minn., compensation being an agreed amount.

Railway Transfer Company. For use of main tracks, 1st St. North to 20th Ave. South, and yard facilities below 10th Ave. South, Minneapolis, compensation being an agreed amount and a wheelage proportion of maintenance of main tracks.

7. Western Union Telegraph Company. Telegraph company retains all telegraph tolls collected and transmits all railroad company's messages without charge.

9. St. Paul Union Depot Company. For use of passenger station and facilities at St. Paul, Minn., compensation based upon number of cars entering and leaving passenger depot.

George Allanson. News stand in passenger station at Minneapolis and news privilege on passenger trains, compensation being an agreed amount.

Sundry contracts with firms and individuals for use of right of way and depot grounds for elevators, coal sheds, lumber yards, etc., compensation being merely a nominal amount.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Received from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	344,404	46,459	390,863	22.48
Flour	235,987	5,080	241,067	13.86
Other mill products	53,848	837	54,685	3.14
Hay	2,907	81	2,988	.17
Tobacco				
Cotton	14	52	66	
Fruit and vegetables	16,455	14,473	30,928	1.78
Other products of agriculture		23	23	
Total	653,615	67,005	720,620	4.143
Products of Animals—				
Live stock	28,307	1,572	29,879	1.72
Dressed meats	6,198	7,530	13,728	.79
Other packing house products	7,547	428	7,975	.46
Poultry, game and fish	297	80	377	.02
Wool	172	294	466	.03
Hides and leather	186	237	373	.02
Other products of animals	5,202	951	6,153	.35
Total	47,859	11,092	58,951	3.39
Products of Mines—				
Anthracite coal	338	30,882	31,220	1.80
Bituminous coal	9,514	300,721	310,235	17.84
Coke	103	2,356	2,459	.14
Ores				
Stone, sand and other like articles	10,960	6,215	17,175	.99
Other products of mines	172	5,763	5,935	.34
Total	21,087	345,937	367,024	21.11
Products of Forests—				
Lumber	93,986	55,378	149,364	8.59
Other products of forests	10,234	11,069	21,303	1.22
Total	104,220	66,447	170,667	9.81
Manufactures—				
Petroleum and other oils	3,755	13,224	16,979	.98
Sugar	2,751	8,065	10,806	.62
Naval stores				
Iron, pig and bloom	4,840	2,767	7,607	.44
Iron and steel rails	1,470	2,084	3,554	.20
Other castings and machinery	6,590	6,322	12,913	.74
Bar and sheet metal	1,141	5,190	6,331	.36
Cement, brick and lime	72,273	26,791	99,064	5.70
Agricultural implements	2,096	7,559	9,655	.56
Wagons, carriages, tools, etc.	184	2,228	2,412	.14
Wines, liquors and beers	9,454	9,299	18,753	1.08
Household goods and furniture	5,670	4,328	9,998	.57
Other manufactures	4,502	17,516	22,018	1.27
Total	114,726	105,364	220,090	12.66
Merchandise	92,356	25,604	117,960	6.78
Miscellaneous—				
Other commodities not mentioned above	27,753	55,991	83,744	4.82
Total tonnage—State	1,061,616	677,440	1,739,056	100.00
Total tonnage—Entire line	1,484,246	800,211	2,284,457	

MINNEAPOLIS EASTERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Minneapolis Eastern Railway Company.
2. Date of organization. June 18, 1878.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chapter 34, general statutes of Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. A. Chamberlain.....	Minneapolis, Minn.	
E. D. Sewall.....	Chicago, Ill.	
A. J. Earling.....	Chicago, Ill.	
J. H. Foster.....	Minneapolis, Minn.	First Monday in
W. H. Norris.....	Minneapolis, Minn.	September, 1909
Thos. Wilson	St. Paul, Minn.	
J. T. Clark.....	St. Paul, Minn.	
T. A. Pollys.....	St. Paul, Minn.	
A. W. Trenholm.....	St. Paul, Minn.	

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
A. J. Earling, trustee C. M. & St. P. Ry., Chicago, Ill....	621	\$62,100
E. D. Sewall, Chicago, Ill.	1	100
R. Miller, New York.....	1	100
W. H. Norris, Minneapolis, Minn.	1	100
J. H. Foster, Minneapolis, Minn.	1	100
J. T. Clark, St. Paul, Minn.	1	100
M. Hughitt, trustee C. St. P. M. & O. Ry., Chicago, Ill....	620	62,000
T. Wilson, St. Paul, Minn.	1	100
A. W. Trenholm, St. Paul, Minn.	1	100
T. A. Pollys, St. Paul, Minn.	1	100
T. A. Chamberlain, Minneapolis, Minn.	1	100

Date of last meeting of stockholders for election of directors? June 8, 1908.

Total number of stockholders at date of last election? Eleven.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? Yes.

(Page 7.)

OFFICERS.

Title.*	Name.	Official Address.
President	F. A. Chamberlain....	Minneapolis, Minn.
Vice-president	A. J. Earling.....	Chicago, Ill.
Secretary	J. H. Foster.....	Minneapolis, Minn.
Treasurer	J. H. Foster.....	Minneapolis, Minn.
Attorney	W. H. Norris.....	Minneapolis, Minn.
Auditor	L. A. Robinson.....	St. Paul, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, L. A. Robinson; title, auditor; address, St. Paul, Minn.

MINNEAPOLIS, RED LAKE & MANITOBA RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Minneapolis, Red Lake & Manitoba Railway Company.
2. Date of organization. June 15, 1904.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota statutes of 1894, chapter 34, title I., amended and embraced in revised laws of Minnesota, 1905, chapter 58.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
C. A. Smith.....	Minneapolis, Minn.	May 4, 1909
C. M. Amsden	Minneapolis, Minn.	May 4, 1909
C. J. Johnson.....	Minneapolis, Minn.	May 4, 1909
C. S. Pillsbury.....	Minneapolis, Minn.	May 4, 1909
N. O. Werner.....	Minneapolis, Minn.	May 4, 1909
A. Ueland	Minneapolis, Minn.	May 4, 1909

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
C. A. Smith, Minneapolis, Minn.....	302	\$30,200
C. M. Amsden, Minneapolis, Minn.....	150	15,000
H. L. Little, Minneapolis, Minn.....	72	7,200
J. S. Pillsbury, Minneapolis, Minn.....	72	7,200
C. S. Pillsbury, Minneapolis, Minn.....	72	7,200
A. F. Pillsbury, Minneapolis, Minn.....	72	7,200
C. J. Johnson, Minneapolis, Minn.....	62	6,200
W. S. Amsden estate, Minneapolis, Minn.....	29	2,900
N. O. Werner, Minneapolis, Minn.....	53	5,300
John Lind, Minneapolis, Minn.....	21	2,100

Date of last meeting of stockholders for election of directors? May 6, 1908.

Total number of stockholders at date of last election? 18.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	C. A. Smith.....	Minneapolis, Minn.
First vice president.....	C. M. Amsden.....	Minneapolis, Minn.
Secretary	A. Ueland	Minneapolis, Minn.
Treasurer	N. O. Werner	Minneapolis, Minn.
Auditor	F. C. Smyth.....	Bemidji, Minn.
General manager	A. L. Molander.....	Bemidji, Minn.

Name and address of officers to whom correspondence concerning this report should be addressed: Name, A. L. Molander; title, general manager; address, Bemidji, Minn.

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports.)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Minneapolis, Red Lake and Manitoba Railway Co....	Benidji.....	Rooby.....	33.50	33.50
Total mileage operated.....	33.50	33.50

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE
OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

United States government mail contract.

Northwestern Telephone Exchange Company operates telephone line. They receive 5 cents per message.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain		50	50	.001.00
Flour		111	111	.002.22
Other mill products		137	137	.002.74
Hay	9		9	.000.18
Tobacco				
Cotton				
Fruit and vegetables				
Other products of agriculture				
Total	9	298	307	.006.14
Products of Animals—				
Live stock				
Dressed meats				
Other packing house products				
Poultry, game and fish				
Wool				
Hides and leather				
Other products of animals				
Total				
Products of Mines—				
Anthracite coal		66	66	.001.32
Bituminous coal				
Coke				
Ores				
Stone, sand and other like articles				
Other products of mines				
Total		66	66	.001.32
Products of Forests—				
Lumber	486		486	.009.72
Other products of forests	47,135		47,135	.943.47
Total	47,621		47,621	.953.20
Manufactures—				
Petroleum and other oils				
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails				
Other castings and machinery				
Bar and sheet metal				
Cement, brick and lime				
Agricultural implements				
Wagons, carriages, tools, etc.				
Wines, liquors and beers				
Household goods and furniture				
Other manufactures				
Total				
Merchandise	500	1,300	1,800	.036.03
Miscellaneous—				
Other commodities not mentioned above	90	75	165	3.30
Total tonnage—State	48,220	1,739	49,959	.999.99
Total tonnage—Entire line	48,220	1,739	49,959	

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

2. Date of organization. June 11, 1888.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. The Menominee & Sault Ste. Marie Railway Company was organized April 20, 1885, under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized September 29, 1883, under the general incorporation laws of Wisconsin.

Said two parties were consolidated March 22 in the year 1886, under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 833, supplemented to the revised statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized September 4, 1884, and the Minneapolis & St. Croix Railway Company September 15, 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized May 30, 1883, under the general incorporation laws of the territory of Dakota.

June 11, 1888, the said consolidated company, the said Minneapolis & Pacific Railway Company, the said Minneapolis & St. Croix Railway Company, and the said Aberdeen, Bismarck & Northwestern Railway Company was consolidated and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs, 66, 67 and 68, pages 381 and 382, general laws of Minnesota for the year 1878, and chapter 94, general laws of Minnesota for the year 1881, and chapter 46, general laws of the territory of Dakota for the year 1876.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Menominee & Sault Ste. Marie Railway Company was organized April 20, 1885, under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized September 29, 1883, under the general incorporation laws of Wisconsin.

Said two parties were consolidated March 22 in the year 1886, under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 833, supplemented to the revised statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized September 4, 1884, and the Minneapolis & St. Croix Railway Company September 15, 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized May 30, 1883, under the general incorporation laws of the territory of Dakota.

June 11, 1888, the said consolidated company, the said Minneapolis & Pacific Railway Company, the said Minneapolis & St. Croix Railway Company, and the said Aberdeen, Bismarck & Northwestern Railway Company was consolidated and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs, 66, 67 and 68, pages 381 and 382, general laws of Minnesota for the year 1878, and chapter 94, general laws of Minnesota for the year 1881, and chapter 46, general laws of the territory of Dakota for the year 1876.

5. Date and authority for each consolidation.

The Menominee & Sault Ste. Marie Railway Company was organized April 20, 1885, under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized September 29, 1883, under the general incorporation laws of Wisconsin.

Said two parties were consolidated March 22 in the year 1886, under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 833, supplemented to the revised statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized September 4, 1884, and the Minneapolis & St. Croix Railway Company September 15, 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized May 30, 1883, under the general incorporation laws of the territory of Dakota.

June 11, 1888, the said consolidated company, the said Minneapolis & Pacific Railway Company, the said Minneapolis & St. Croix Railway Company, and the

said Aberdeen, Bismarck & Northwestern Railway Company was consolidated and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs, 66, 67 and 68, pages 381 and 382, general laws of Minnesota for the year 1878, and chapter 94, general laws of Minnesota for the year 1881, and chapter 46, general laws of the territory of Dakota for the year 1876.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized.

The Menominee & Sault Ste. Marie Railway Company was organized April 20, 1885, under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized September 29, 1883, under the general incorporation laws of Wisconsin.

Said two parties were consolidated March 22 in the year 1886, under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 833, supplemented to the revised statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized September 4, 1884, and the Minneapolis & St. Croix Railway Company September 15, 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized May 30, 1883, under the general incorporation laws of the territory of Dakota.

June 11, 1888, the said consolidated company, the said Minneapolis & Pacific Railway Company, the said Minneapolis & St. Croix Railway Company, and the said Aberdeen, Bismarck & Northwestern Railway Company was consolidated and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs, 66, 67 and 68, pages 381 and 382, general laws of Minnesota for the year 1878, and chapter 94, general laws of Minnesota for the year 1881, and chapter 46, general laws of the territory of Dakota for the year 1876.

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ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Thomas Lowry	Minneapolis, Minn.	Third Tuesday in September, 1908
Edmund Pennington	Minneapolis, Minn.	
W. D. Washburn	Minneapolis, Minn.	
W. L. Martin	Minneapolis, Minn.	
G. R. Newell	Minneapolis, Minn.	
C. H. Pettit	Minneapolis, Minn.	
Alfred H. Bright	Minneapolis, Minn.	
E. A. Young	St. Paul, Minn.	
Sir W. C. Van Horne	Montreal, Can.	
Sir T. G. Shaughnessy	Montreal, Can.	
R. B. Angus	Montreal, Can.	

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value.	Common.	Preferred.
Sir Thos. G. Shaughnessy, Sir W. C. Van Horne and Richard Angus, trustees, Montreal, Can.	105,975	\$7,064,100		\$3,533,400
Laidlaw & Co., 14 Wall St., New York	7,470	731,500		15,500
Helden, Bof & Molineaux, 31 Pine St., New York.	5,226	456,700		65,900
E. E. Randolph, 25 Broad St., New York	3,505	338,000		12,500
Robert Fleming, 2 Prince St., London	3,500			350,000
W. D. Hale and F. M. Prince, trustees, Minneapolis, Minn.	2,644	201,500		62,900
Chas. Head & Co., 15 Broad St., New York	1,911	191,100		
C. H. Pettit, Minneapolis, Minn.	1,800			180,000
Thos. F. Richards, 52 William St., New York...	1,800	90,000		90,000
Swiss Bank Verein, 43 Letheridge St., London..	1,300	130,000		

Date of last meeting of stockholders for election of directors? September 17, 1907.

Total number of stockholders at date of last election? 559.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	Thos. Lowry.....	Minneapolis, Minn.
First vice-president	E. Pennington.....	Minneapolis, Minn.
Second vice-president	W. L. Martin.....	Minneapolis, Minn.
Secretary	C. F. Clement.....	Minneapolis, Minn.
Treasurer	C. F. Clement.....	Minneapolis, Minn.
General solicitor	H. B. Dike.....	Minneapolis, Minn.
General counsel	A. H. Bright.....	Minneapolis, Minn.
General attorney	J. L. Erdall.....	Minneapolis, Minn.
Auditor	C. W. Gardner.....	Minneapolis, Minn.
Assistant auditor	R. Kirkwood.....	Minneapolis, Minn.
Traffic auditor	A. A. Bell.....	Minneapolis, Minn.
General manager	E. Pennington.....	Minneapolis, Minn.
Chief engineer	Thos. Greene.....	Minneapolis, Minn.
General superintendent	G. R. Huntington.....	Minneapolis, Minn.
Division superintendent	F. W. Curtis.....	Minneapolis, Minn.
Division superintendent	G. S. Baxter.....	Enderlin, N. D.
Division superintendent	J. R. Michaels.....	Thief Riv'r Falls, Minn.
Division superintendent	S. W. Derrick.....	Bismarck, N. D.
Superintendent of telegraph.....	H. A. Tuttle.....	Minneapolis, Minn.
Traffic manager	W. L. Martin.....	Minneapolis, Minn.
Assistant general freight agent.....	Thos. Sands.....	Minneapolis, Minn.
General freight agent.....	G. C. Conn.....	Minneapolis, Minn.
Assistant general freight agent.....	E. D. Parker.....	St. Paul, Minn.
General passenger agent.....	W. R. Callaway.....	Minneapolis, Minn.
Assistant general passenger agent.....	H. Lewis.....	St. Paul, Minn.
Land commissioner	C. A. Campbell.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, C. W. Gardner; title, auditor; address, Minneapolis, Minn.

(Page 15A.)
ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Menniapolis St. Paul & Sault Ste. Marie Ry.				
A. Main Line.....	St. Croix River.....	North Dakota Line.....	224.82	.....
B. Branches.....	Cardigan Junction.....	St. Paul.....	5.56	.....
	Glenwood.....	Emerson.....	265.05	.....
	Thief River Falls.....	Red River.....	45.60	.....
2-34 None				541.03
5. Northern Pacific Railway.....	St. Paul & Minneapolis.....	Terminals.....	14.37	.....
Minneapolis & St. Louis Railway.....	Minneapolis.....	Terminals.....	1.62	.....
Chicago Milwaukee & St. Paul Railway.....	Minneapolis.....	Terminals.....	.70	.....
St. Paul Union Depot Co.....	St. Paul.....	Terminals.....	.57	17.26
Total mileage operated.....				558.29

(1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
St. Paul Union Depot Co.....	St. Paul, Minn.....	Terminals.....	.57	.57
Minnesota Transfer Railway Co.....	St. Paul, Minn., Yard Facilities.....		.00	.00
			.57	.57

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. Increase of 4.17 miles yards, tracks and sidings.
2. Decrease of 90-100 miles account revision of main line.
6. \$1,400,000 preferred stock issued, entire line; \$2,800,000 common stock issued, entire line.
7. \$1,680,000 Minneapolis, St. Paul & Sault Ste. Marie Ry. consolidated bonds issued.
8. \$205,394 97-100 decrease in equipment trust obligations.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Western Express Company. The express company operates over the line of the Minneapolis, St. Paul & Sault Ste. Marie Railway and the Duluth, South Shore & Atlantic Railway, the net earnings being divided between the companies.

2. United States Postoffice Department.

Route.	Location.	Annual Compensation.	Compensation Per Mile.
139059	St. Paul to Sault Ste. Marie.....	\$86,637.56	\$159.03
	St. Paul to Sault Ste. Marie, P. O. car.....		25.00
141058	St. Paul to Hankinson.....	72,279.05	274.15
	St. Paul to Hankinson, P. O. car.....		78.75
141101	Cardigan Jct. to Atlantic Jct.....	683.09	72.67
141072	Glenwood to Noyes.....	36,085.95	135.94
141053	St. Paul to Noyes.....	7,845.55	.....
Canadian Mail.			
161034	Thief River Falls to Kenmare.....	20,009.66	66.69

3. Sleepers and diners. This company owns its sleepers and diners and operates them jointly with the Canadian Pacific Railway.

7. This company owns and operates its telegraph line.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	810,727	14,082	824,809	31.22
Flour	263,577	2,761	266,338	10.09
Other mill products.....	35,329	1,484	36,813	1.39
Hay	14,704	173	14,877	.56
Tobacco .....	.....	250	250	.01
Cotton .....	.....	3,569	3,569	.14
Fruit and vegetables.....	25,779	7,624	33,403	1.26
Other products of agriculture.....	2,013	1,132	3,145	.12
Total	1,152,129	31,075	1,183,204	44.79
Products of Animals—				
Live stock.....	43,751	2,024	45,775	1.73
Dressed meats.....	17,303	505	17,808	.68
Other packing house products.....	2,969	1,583	4,552	.17
Poultry, game and fish.....	369	5,114	5,483	.21
Wool	295	20	315	.01
Hides and leather.....	2,807	8,785	11,592	.44
Other products of animals.....	4,955	278	5,233	.20
Total	72,449	18,309	90,758	3.44
Products of Mines—				
Anthracite coal.....	.....	28,205	28,205	1.07
Bituminous coal.....	.....	182,950	182,950	6.93
Coke .....	.....	4,312	4,312	.16
Ores .....	.....	7,331	7,331	.28
Stone, sand and other like articles....	12,252	15,325	27,573	1.04
Other products of mines.....	857	344	1,201	.04
Total	13,105	238,467	251,572	9.52
Products of Forests—				
Lumber	361,126	132,151	493,277	18.67
Other products of forests.....	4,882	3,015	7,897	.30
Total	366,008	135,166	501,174	18.97
Manufactures—				
Petroleum and other oils.....	.....	19,091	19,091	.72
Sugar .....	.....	3,856	3,856	.15
Naval stores.....	2,345	2,413	4,758	.18
Iron, pig and bloom.....	5,223	5,893	11,116	.42
Iron and steel rails.....	.....	22,938	22,938	.87
Other castings and machinery.....	5,346	14,469	19,815	.75
Bar and sheet metal.....	2,686	9,540	12,226	.46
Cement, brick and lime.....	9,404	39,372	48,776	1.85
Agricultural implements.....	.....	16,716	16,716	.63
Wagons, carriages, tools, etc.....	330	2,702	3,036	.12
Wines, liquors and beers.....	7,202	6,481	13,683	.52
Household goods and furniture.....	9,393	13,169	22,562	.85
Other manufactures.....	.....	.....	.....	.....
Total	41,929	156,640	198,569	7.52
Merchandise	126,417	55,195	181,612	6.87
Miscellaneous—				
Other commodities not mentioned above.....	123,297	111,590	234,887	8.89
Total tonnage—State.....	1,895,334	746,442	2,641,776	100.00
Total tonnage—Entire line.....	3,247,373	1,191,813	4,439,186	.....

MINNEAPOLIS WESTERN RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Minneapolis Western Railway Company.
2. Date of organization. November 1, 1884.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Title 1 of chapter 34 of the general statutes of the state of Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Louis W. Hill.....	St. Paul, Minn.....	
R. I. Farrington.....	St. Paul, Minn.....	When successor is elected.
E. Sawyer.....	St. Paul, Minn.....	
J. M. Gruber.....	St. Paul, Minn.....	
W. R. Begg.....	St. Paul, Minn.....	

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value.
Great Northern Railway Co., St. Paul, Minn.....	2,495	\$249,500
Louis W. Hill, St. Paul, Minn.....	1	*100
E. Sawyer, St. Paul, Minn.....	1	*100
J. M. Gruber, St. Paul, Minn.....	1	*100
W. R. Begg, St. Paul, Minn.....	1	*100
R. I. Farrington, St. Paul, Minn.....	1	*100

- *Qualify shares held in the interest of the G. N. Ry. Co.
- Date of last meeting of stockholders for election of directors? October 10, 1907.
- Total number of stockholders at date of last election? Six.
- Has each share one vote? Yes.
- Has any issue of securities contingent voting rights? No.
- Has any issue of securities special privileges in the election of directors? No.
- Do any of the ten largest security holders hold any securities as trustees? As stated above.

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OFFICERS.

Title.	Name.	Official Address.
President	Louis W. Hill.....	St. Paul, Minn.
Vice-president.....	R. I. Farrington.....	St. Paul, Minn.
Treasurer	E. Sawyer.....	St. Paul, Minn.
General solicitor	W. R. Begg.....	St. Paul, Minn.
Comptroller	J. G. Drew.....	St. Paul, Minn.
General manager	J. M. Gruber.....	St. Paul, Minn.
Superintendent	P. L. Clarity.....	Minneapolis, Minn.
Traffic manager	W. W. Broughton.....	St. Paul, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, J. G. Drew; title, comptroller; address, St. Paul, Minn.

MINNESOTA AND INTERNATIONAL RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Minnesota & International Railway Company.

2. Date of organization. July 16, 1900.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under the general laws of the state of Minnesota, chapter 34, title I, 1894.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Minnesota & International Railway Company purchased all the stock and property and assumed operation of the Brainerd & Northern Minnesota Railway Company, July 1, 1901.

The Brainerd & Northern Minnesota Railway Company was organized May 17, 1892, under the general laws of the state of Minnesota, chapter 34, title I.

5. Date and authority for each consolidation.

The Minnesota & International Railway Company purchased all the stock and property and assumed operation of the Brainerd & Northern Minnesota Railway Company, July 1, 1901.

The Brainerd & Northern Minnesota Railway Company was organized May 17, 1892, under the general laws of the state of Minnesota, chapter 34, title I.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Howard Elliott	St. Paul, Minn.....	October 6, 1908
C. W. Bunn.....	St. Paul, Minn.....	October 6, 1908
Thomas Cooper	St. Paul, Minn.....	October 6, 1908
D. C. Shepard.....	St. Paul, Minn.....	October 6, 1908
W. H. Gemmell.....	St. Paul, Minn.....	October 6, 1908
E. W. Backus.....	Minneapolis, Minn.....	October 6, 1908
A. E. Horr.....	Minneapolis, Minn.....	October 6, 1908

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
The Mercantile Trust Co., as trustee under the prior lien mortgage of the Northern Pacific Ry. Co., dated Nov. 10, 1896, New York City.....	3,493	349,300
E. W. Backus, trustee, Minneapolis, Minn.....	1,497	149,700
Howard Elliott, St. Paul, Minn.....	3	300
C. W. Bunn, St. Paul, Minn.....	1	100
Thos. Cooper, St. Paul, Minn.....	1	100
D. C. Shepard, St. Paul, Minn.....	1	100
W. H. Gemmell, St. Paul, Minn.....	1	100
E. W. Backus, Minneapolis, Minn.....	1	100
A. E. Horr, Minneapolis, Minn.....	1	100
Wm. F. Brooks, Minneapolis, Minn.....	1	100

Date of last meeting of stockholders for election of directors? October 1, 1907.

Total number of stockholders at date of last election? Ten.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? Yes.

EXPLANATORY REMARKS

(Page 6.)

The general manager has charge of traffic matters, both passenger and freight.

(Page 7.)

OFFICERS.

Title.-	Name.	Official Address.
President	Howard Elliott.....	St. Paul, Minn.
First vice-president	J. N. Hill.....	New York, N. Y.
Secretary	Wm. F. Brooks.....	Minneapolis, Minn.
Treasurer	C. A. Clark.....	St. Paul, Minn.
Assistant secretary	R. H. Relf.....	St. Paul, Minn.
Auditor	M. W. Downie.....	Brainerd, Minn.
General manager	W. H. Gemmell.....	St. Paul, Minn.
Chief engineer	W. L. Darling.....	St. Paul, Minn.
Superintendent	W. H. Strachan.....	Brainerd, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, M. W. Downie; title, auditor; address, Brainerd, Minn.

ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports.)

Page 15A

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Minnesota & International Railway Co. A. Main Line..... B. Branches and spurs.....	East Brainerd..... Funkley..... South Bemidji..... Various industrial spurs.....	Northome..... Kelliher..... Bemidji.....	130.34 11.33 1.29 14.61	157.57
2. Big Fork & Northern Railway— A. Main Line..... B. Branches and spurs.....	Northome..... Various industrial spurs.....	Big Falls.....	31.80 3.92	35.72
4. Big Fork & International Falls Railway Co. A. Main Line.....	Big River Fork.....	Granite Falls.....		.37
5. Northern Pacific Railway— A. Main Line.....	Brainerd.....	East Brainerd.....		1.91
Total mileage operated.....				195.57

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE
OF MINNESOTA,

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with Northern Express Company effective July 1, 1901, whereby the express company operates over the lines of the railway company, for which it pays the railway company 50 per cent of its gross earnings.

2. Contract with the United States government for transportation of mails.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	876	2,032	2,908	.45
Flour	92	1,183	1,275	.20
Other mill products.....	1,459	6,653	8,112	1.25
Hay	4,881	1,046	5,927	.91
Tobacco				
Cotton				
Fruit and vegetables.....	443	372	815	.13
Other products of agriculture.....				
Total	7,751	11,286	19,037	2.94
Products of Animals—				
Live stock.....	1,590	548	2,138	.33
Dressed meats.....		1,254	1,254	.20
Other packing house products.....		15	15	
Poultry, game and fish.....		11	11	
Wool				
Hides and leather.....				
Other products of animals.....				
Total	1,590	1,828	3,418	.53
Products of Mines—				
Anthracite coal.....	62	821	883	.14
Bituminous coal.....	106	2,957	3,063	.47
Coke				
Ores				
Stone, sand and other like articles.....	496	256	752	.12
Other products of mines.....		215	215	.03
Total	664	4,249	4,913	.76
Products of Forests—				
Lumber	73,867	612	74,479	11.50
Other products of forests.....	506,676	91	506,767	78.23
Total	580,543	703	581,246	89.73
Manufactures—				
Petroleum and other oils.....		178	178	.02
Sugar				
Naval stores.....				
Iron, pig and bloom.....				
Iron and steel rails.....	153	1,580	1,733	.27
Other castings and machinery.....	724	822	1,546	.24
Bar and sheet metal.....				
Cement, brick and lime.....	338	2,037	2,375	.37
Agricultural implements.....		12	12	
Wagons, carriages, tools, etc.....	46	168	214	.03
Wines, liquors and beers.....		3,148	3,148	.49
Household goods and furniture.....	42	202	344	.05
Other manufactures.....	281	342	623	.10
Total	1,584	8,589	10,173	1.57
Merchandise	7,625	13,444	21,069	3.25
Miscellaneous—				
Other commodities not mentioned above.....	2,528	5,398	7,926	1.22
Total tonnage—State.....	602,285	45,497	647,782	100.00
Total tonnage—Entire line.....	602,285	45,497	647,782	100.00

THE MINNESOTA & NORTH WISCONSIN RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. The Minnesota & North Wisconsin Railroad Company.
2. Date of organization. January 12, 1898.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, chapter 34, title I, general statutes 1894.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
D. F. Brooks.....	Minneapolis, Minn.	January 13, 1909
A. S. Brooks.....	Minneapolis, Minn.	January 13, 1909
P. R. Brooks.....	Minneapolis, Minn.	January 13, 1909
M. J. Scanlon.....	Minneapolis, Minn.	January 13, 1909
H. E. Gipson.....	Minneapolis, Minn.	January 13, 1909
H. K. Brooks.....	Scanlon, Minn.	January 13, 1909
S. D. Brooks.....	Scanlon, Minn.	January 13, 1909

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
D. F. Brooks, Minneapolis, Minn.....	1	\$100
A. S. Brooks, Minneapolis, Minn.....	1	100
P. R. Brooks, Minneapolis, Minn.....	1	100
H. E. Gipson, Minneapolis, Minn.....	1	100
M. J. Scanlon, Minneapolis, Minn.....	1	100
H. K. Brooks, Scanlon, Minn.....	1	100
Brooks-Scanlon Lumber Co., Minneapolis, Minn.....	93	9,300

Date of last meeting of stockholders for election of directors? January 8, 1908.

Total number of stockholders at date of last election? Eight.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	D. F. Brooks.....	Minneapolis, Minn.
First vice-president	M. J. Scanlon.....	Minneapolis, Minn.
Second vice-president	A. S. Brooks.....	Minneapolis, Minn.
Secretary	H. E. Gipson.....	Minneapolis, Minn.
Treasurer	P. R. Brooks.....	Minneapolis, Minn.
Attorney or general counsel.....	George C. Ripley.....	Minneapolis, Minn.
Auditor	S. D. Brooks.....	Scanlon, Minn.
General manager	John P. Keyes.....	Scanlon, Minn.
General superintendent	S. D. Brooks.....	Scanlon, Minn.
General freight agent.....	H. K. Brooks.....	Scanlon, Minn.
General passenger agent.....	Paul A. Brooks.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: H. E. Gipson; title, secretary; address, Minneapolis.

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA
 (For Companies (Other than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Main Line.....	Scanlon.....	Caroln.....	44.50	
1. B. Branches and spurs.....	Adolph Junction.....	Adolph.....	1.20	
	Alden Junction.....	Alden Lake.....	3.50	
	Gallagher Junction.....	Gallagher Lake.....	1.00	
	Sucker River.....	Section 13, Town 52, Range 13.....	5.10	
Total carried forward.....				55.30

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

9. Fifty thousand dollars bonds paid.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain		382	382	1.27
Flour				
Other mill products				
Hay		599	599	2.00
Tobacco				
Cotton				
Fruit and vegetables				
Other products of agriculture				
Total		981	981	3.27
Products of Animals—				
Live stock		9	9	.03
Dressed meats		10	10	.03
Other packing house products				
Poultry, game and fish				
Wool				
Hides and leather				
Other products of animals				
Total		19	19	.06
Products of Mines—				
Anthracite coal				
Bituminous coal		7,362	7,362	24.56
Coke				
Ores				
Stone, sand and other like articles				
Other products of mines				
Total		7,362	7,362	24.56
Products of Forests—				
Lumber	58,683		58,683	195.77
Other products of forests	228,998	3,594	232,592	775.94
Total	287,681	3,594	291,275	971.71
Manufactures—				
Petroleum and other oils				
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails				
Other castings and machinery				
Bar and sheet metal				
Cement, brick and lime				
Agricultural implements				
Wagons, carriages, tools, etc.				
Wines, liquors and beers				
Household goods and furniture	13		13	.04
Other manufactures				
Total	13		13	.04
Merchandise	26	78	104	.35
Miscellaneous—				
Other commodities not mentioned above				
Total tonnage—State	287,720	11,966	299,686	999.77
Total tonnage—Entire line	287,720	12,034	299,754	999.99

MINNESOTA TRANSFER RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Minnesota Transfer Railway Company.
2. Date of organization. March 10, 1883.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, title I., chapter 34, general statutes 1878.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
D. Cunningham	La Crosse, Wis.....	June, 1909
S. C. Stickney.....	St. Paul, Minn.....	June, 1909
J. H. Foster.....	Minneapolis, Minn.	June, 1909
C. H. Hubbell.....	Cedar Rapids, Ia.....	June, 1909
A. W. Trenholm.....	St. Paul, Minn.....	June, 1909
L. F. Day.....	Minneapolis, Minn.	June, 1909
E. Pennington	Minneapolis, Minn.	June, 1909
C. M. Levy.....	St. Paul, Minn.....	June, 1909
J. M. Gruber.....	St. Paul, Minn.....	June, 1909
E. F. Potter.....	Chicago, Ill.	June, 1909

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
C. B. Q. & O. Ry., Chicago.....	1	\$7,000
C. G. W. Ry., St. Paul.....	1	7,000
C. M. & St. P. Ry., Chicago.....	1	7,000
C. R. I. & P. Ry., Chicago.....	1	7,000
C. St. P. M. & O. Ry., St. Paul.....	1	7,000
Great Northern Ry., St. Paul.....	1	7,000
M. & St. L. Ry., Minneapolis.....	1	7,000
M. St. P. & S. S. M. Ry., Minneapolis.....	1	7,000
Northern Pacific Ry., St. Paul.....	1	7,000
Wisconsin Central Ry., Chicago.....	1	7,000

Date of last meeting of stockholders for election of directors? June 10, 1903.

Total number of stockholders at date of last election? Ten.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the, ten largest security holders hold any securities as trustees?
No.

(Page 7.)

OFFICERS.

	Title.	Name.	Official Address.
President		S. C. Stickney	St. Paul, Minn.
First vice-president		J. H. Foster	Minneapolis, Minn.
Secretary		L. A. Robinson	St. Paul, Minn.
Treasurer		H. P. Upham	St. Paul, Minn.
Attorney or general counsel		W. H. Norris	Minneapolis, Minn.
Auditor		L. A. Robinson	St. Paul, Minn.
Superintendent		M. J. Dooley	St. Paul, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, L. A. Robinson; title, secretary and auditor; address, St. Paul, Minn.

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

7. During the year there were issued \$180,000 first mortgage 4 per cent bonds in payment to owning companies for advances made by them for construction purposes.

NORTHERN PACIFIC RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Northern Pacific Railway Company.

2. Date of organization. Chartered by state of Wisconsin March 15, 1870; amended January 21, 1871, March 6, 1871, and April 15, 1895.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Original name, Superior & St. Croix Railroad Company; changed in July, 1896, by resolution of stockholders and directors to Northern Pacific Railway Company.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Chartered by state of Wisconsin March 15, 1870; amended January 21, 1871, March 6, 1871, and April 15, 1895. Original name, Superior & St. Croix Railroad Company; changed in July, 1896, by resolution of stockholders and directors to Northern Pacific Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
William P. Clough.....	New York, N. Y.....	October, 1908
Alex Smith Cochran.....	New York, N. Y.....	October, 1908
Amos Tuek French.....	New York, N. Y.....	October, 1908
James N. Hill.....	New York, N. Y.....	October, 1908
Payne Whitney	New York, N. Y.....	October, 1908
Howard Elliott	St. Paul, Minn.....	October, 1909
Lewis Cass Ledyard.....	New York, N. Y.....	October, 1909
J. Pierpont Morgan, Jr.....	London, Eng.....	October, 1909
Geo. W. Perkins.....	New York, N. Y.....	October, 1909
Chas. Steele	New York, N. Y.....	October, 1909
Geo. F. Baker.....	New York, N. Y.....	October, 1910
Jno. S. Kennedy.....	New York, N. Y.....	October, 1910
Grant B. Schley.....	New York, N. Y.....	October, 1910
William Sloane	New York, N. Y.....	October, 1910
Arthur Curtiss James.....	New York, N. Y.....	October, 1910

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value, Common.
John S. Kennedy, 31 Nassau St., New York City.....	100,000	\$10,000,000
James J. Hill, St. Paul, Minn.....	80,000	8,000,000
Rt. Hon. Lord Strathcona, 28 Grosvenor Sq., London.....	40,020	4,002,000
D. Willis James, 99 John St., New York City.....	32,850	3,285,000
Geo. F. Baker, 2 Wall St., New York City.....	30,780	3,078,000
Clark Dodge & Co., 49 Wall St., New York City.....	30,142	3,014,200
E. H. Harriman, 120 Broadway, New York City.....	22,805	2,280,500
Moore & Schley, 80 Broadway, New York City.....	21,808	2,180,800
Margaret C. Howard, 44 Wall St., New York City.....	19,440	1,944,000
John W. Sterling, trustee, 44 Wall St., New York City....	18,992	1,899,200

Date of last meeting of stockholders for election of directors? October 8, 1907.

Total number of stockholders at date of last election? 4,872.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? Yes.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	Howard Elliott.....	St. Paul, Minn.
First vice-president	James N. Hill.....	New York, N. Y.
Second vice-president	Jule M. Hannaford....	St. Paul, Minn.
Third vice-president	Charles M. Levey.....	St. Paul, Minn.
Secretary and assistant treasurer.....	Geo. H. Earl.....	New York, N. Y.
Treasurer	Charles A. Clark.....	St. Paul, Minn.
General counsel	Francis L. Stetson....	New York, N. Y.
General counsel	Charles W. Bunn.....	St. Paul, Minn.
Comptroller	Henry A. Gray.....	St. Paul, Minn.
Assistant comptroller	William G. Johnson....	St. Paul, Minn.
General manager	George T. Slade.....	St. Paul, Minn.
General manager	H. C. Nutt.....	Tacoma, Wash.
Chief engineer	William L. Darling....	St. Paul, Minn.
General superintendent	F. W. Gilbert.....	St. Paul, Minn.
General superintendent	G. A. Goodell.....	Livingston, Mont.
General superintendent	B. E. Palmer.....	Tacoma, Wash.
Division superintendent	E. C. Blanchard.....	Duluth, Minn.
Division superintendent	Newman Kline.....	Minneapolis, Minn.
Division superintendent	A. J. Sovereign.....	Staples, Minn.
Division superintendent	J. E. Craver.....	Fargo, N. D.
Division superintendent	A. M. Burt.....	Jamestown, N. D.
Division superintendent	B. O. Johnson.....	Glendive, Mont.
Division superintendent	C. L. Nichols.....	Livingston, Mont.
Division superintendent	J. M. Rapelje.....	Missoula, Mont.
Division superintendent	A. Beamer.....	Spokane, Wash.
Division superintendent	J. L. De Force.....	Pasco, Wash.
Division superintendent	W. C. Albee.....	Tacoma, Wash.
Division superintendent	F. E. Weymouth.....	Seattle, Wash.
Superintendent of telegraph.....	O. C. Greene.....	St. Paul, Minn.
Traffic manager	J. G. Woodworth.....	St. Paul, Minn.
General freight agent.....	J. B. Baird.....	St. Paul, Minn.
General western freight agent.....	Henry Blakeley.....	Tacoma, Wash.
General passenger agent.....	A. M. Cleland.....	St. Paul, Minn.
Assistant general passenger agent.....	A. D. Charlton.....	Portland, Ore.
General baggage agent.....	W. H. Lowe.....	St. Paul, Minn.
Land commissioner	Thomas Cooper.....	St. Paul, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, H. A. Gray; title, comptroller; address, St. Paul, Minn.

(Page 15A.)
ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Class of Roads Named	Miles of Line for Each Class of Roads Named
	From	To		
Northern Pacific Railway Co. Main Line.....	Wisconsin State Line..... Rice's Point, Minn..... St. Paul, Minn..... St. Paul, Minn..... Lake Park, Minn..... Duluth Union Depot Line..... Proportion of joint track owned.....	North Dakota State Line..... Wisconsin State Line..... Duluth, Minn..... Staples and Brainerd, Minn..... Hawley, Minn.....	237.10 1.64 152.06 180.20 12.85......06	..... ..... ..... ..... ..... ..... 584.16
Branch Line.....	See Page 14A..... Main line spurs to industries..... Branch line spurs to industries..... Proportion of joint spurs owned.....	..... ..... ..... .....	395.55 48.14 15.09 2.16	..... ..... 480.94 1,045.10
Total owned.....	.....	.....	.....	.....
Line operated under trackage rights— St. Paul Union Depot Co..... Minneapolis & St. Louis Railroad Co..... Minneapolis Union Railway Co..... Great Northern Railway Co.....	In St. Paul..... In Minneapolis..... In Minneapolis..... St. Paul.....	..... ..... ..... Minneapolis.....	.56 1.62 2.82 7.72	....................
Less proportion shown above Main Line owned— C. St. P. M. & O. Ry. Co..... Great Northern Railway Co..... Chicago Great Western Railway Co.....	..... Spurs in Duluth..... Spurs in Scanlon and Cloquet..... Spurs in Minneapolis.....	..... ..... ..... .....	12.42 .06 1.47 1.00 1.12	.........................
Less Proportion shown above, joint spurs owned.....	.....	.....	3.59 2.16	..... 1.43
Total mileage operated.....	.....	.....	.....	1,058.89

(1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
Jointly owned with— St. Paul Union Depot Co..... C. St. P. M. & O. Railway Co..... Great Northern Railway Co..... Chicago Great Western Railway Co.....	In St. Paul..... In Duluth..... In Scanlon and Cloquet..... In Minneapolis.....	Main Track..... Spur Tracks..... Spur Tracks..... Spur Tracks.....	56 1.47 1.90 1.12	4.15
Jointly leased with— Minneapolis & St. Louis Railroad Co..... Minneapolis Union Railway Co..... Great Northern Railway Co.....	In Minneapolis..... In Minneapolis..... St. Paul..... Minneapolis.....	1.62 2.82 7.72	11.86

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

1. Lake Park to Hawley, Minn., constructed.....		12.85
2. Part Red Lake Falls Branch transferred to sidings.....	.64	
Sundry corrections for rechainings.....	.17	
		<u>.81</u>
Net increase		12.04
7. Prior lien bonds issued.....	\$1,500,000.00	
Less cancelled	495,000.00	
		\$1,005,000.00
St. Paul-Duluth division bonds purchased and cancelled	\$36,000.00	
Western R. R. of Minn. bonds purchased and cancelled	18,000.00	
Minneapolis & Duluth R. R. bonds purchased and cancelled	600.00	
Car trust notes paid and retired.....	34,036.68	
		<u>\$88,636.68</u>
		Par Cost.
8. Bonds purchased: N. P. Ry. general lien.....	\$279,000.00	\$199,115.00
Bonds purchased: N. P. Gt. Nor. joint.....	650,000.00	621,298.75
9. Subscriptions to new capital stock received during the year, \$48,160,735.60.		

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

Contracts which became effective during the year: Arrangements with Minneapolis, St. Paul & Sault Ste. Marie Railway Company for interchange of freight at Glenwood, Henning and Bald Eagle, Minn., to and from the head of the lakes on the basis of specified rates per tons was extended one year from August 1, 1907.

Contracts in effect prior to this year were filed with the commission, with report for the year ending June 30, 1907.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	1,201,886	272,859	1,474,745	22.98
Flour	113,688	1,721	115,409	1.80
Other mill products	65,493	3,785	69,278	1.08
Hay	55,057	2,459	57,516	.90
Tobacco				
Cotton				
Fruit and vegetables	110,121	20,543	130,664	2.03
Other products of agriculture	2,991		2,991	.05
Total	1,549,236	301,367	1,850,603	28.84
Products of Animals—				
Live stock	136,816	3,780	140,596	2.19
Dressed meats	10,238	11,051	21,289	.33
Other packing house products	1,247	2,604	3,851	.06
Poultry, game and fish	23,476	711	24,187	.38
Wool	13,088	12	13,100	.20
Hides and leather	5,946	389	6,335	.10
Other products of animals				
Total	190,811	18,547	209,358	3.26
Products of Mines—				
Anthracite coal	308,132	6,384	314,516	4.90
Bituminous coal	814,196	5,841	820,037	12.78
Coke	21,645	7,885	29,530	.46
Ores	72,470	78	72,548	1.13
Stone, sand and other like articles	157,564	7,407	164,971	2.57
Other products of mines				
Total	1,374,007	27,595	1,401,602	21.84
Products of Forests—				
Lumber	884,100	78,023	962,123	14.99
Other products of forests	433,935	126,133	560,068	8.72
Total	1,318,035	204,156	1,522,191	23.71
Manufactures—				
Petroleum and other oils	22,974	13,948	36,922	.57
Sugar	8,144	6,513	14,657	.23
Naval stores				
Iron, pig and bloom	19,556	1,973	21,529	.34
Iron and steel rails	34,610	26,389	60,999	.95
Other castings and machinery	30,084	33,735	63,819	.99
Bar and sheet metal	1,917	20,565	22,482	.35
Cement, brick and lime	96,856	59,046	155,902	2.43
Agricultural implements	4,020	20,887	24,907	.39
Wagons, carriages, tools, etc.	83	10,757	10,840	.17
Wines, liquors and beers	36,257	21,338	57,595	.90
Household goods and furniture	18,090	14,275	32,365	.50
Other manufactures	60,215	33,699	93,914	1.46
Total	332,806	263,125	595,931	9.28
Merchandise				
Miscellaneous—				
Other commodities not mentioned above	568,370	270,335	838,705	13.07
Total tonnage—State	5,333,265	1,085,125	6,418,390	100.00
Total tonnage—Entire line	13,432,697	2,404,126	15,836,823	100.00

RAILWAY TRANSFER COMPANY OF MINNEAPOLIS.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Railway Transfer Company of Minneapolis.
2. Date of organization. March 31, 1883.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
L. F. Day.....	Minneapolis, Minn.	
Geo. W. Sievers.....	Minneapolis, Minn.	First Monday in
Fred Wing	Minneapolis, Minn.	April
L. G. Scott	Minneapolis, Minn.	
W. W. Cole.....	Minneapolis, Minn.	

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Minneapolis & St. Louis Railroad Company.

Date of last meeting of stockholders for election of directors? April 6, 1908.

Total number of stockholders at date of last election? Six.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	L. F. Day.....	Minneapolis, Minn.
First vice-president	Geo. W. Sievers.....	Minneapolis, Minn.
Secretary	L. G. Scott.....	Minneapolis, Minn.
Treasurer	W. W. Cole.....	Minneapolis, Minn.
Auditor	L. G. Scott.....	Minneapolis, Minn.
Accountant	L. O. Merriam.....	Minneapolis, Minn.
General manager	L. F. Day.....	Minneapolis, Minn.
General superintendent	J. A. Moynihan.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, L. O. Merriam; title, accountant; address, Minneapolis, Minn.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

5. Lease of tracks and facilities from Minneapolis & St. Louis Railroad Company.

WINONA BRIDGE RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Winona Bridge Railway Company.
2. Date of organization. July 10, 1890.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, chapter 34, general statutes of Minnesota and laws amendatory thereto.
7. What carrier operates the road of this company? Winona Bridge Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
J. A. Jordan.....	Green Bay, Wis.....	June 2, 1909
M. T. Cox.....	New York, N. Y.....	June 2, 1909
W. W. Baldwin.....	Burlington, Ia.....	June 2, 1909
C. I. Sturgis.....	Chicago, Ill.....	June 2, 1909
T. S. Howland.....	Chicago, Ill.....	June 2, 1909

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
C. B. & Q. R. R. Co., Chicago, Ill.....	2,661	\$266,100
G. B. & W. R. R. Co., Green Bay, Wis.....	1,329	132,900
Geo. B. Harris, Chicago, Ill.....	1	1,000
Jos. Walker, Jr., New York, N. Y.....	1	1,000
M. T. Cox, New York, N. Y.....	1	1,000
J. A. Jordan, Green Bay, Wis.....	1	1,000
D. Cunningham, La Crosse, Wis.....	1	1,000
T. S. Howland, Chicago, Ill.....	1	1,000
S. S. Palmer, New York, N. Y.....	1	1,000
W. W. Baldwin, Burlington, Ia.....	1	1,000
C. I. Sturgis, Chicago, Ill.....	1	1,000
H. W. Lamberton, Winona, Minn.....	1	1,000

Date of last meeting of stockholders for election of directors? June 3, 1908.

Total number of stockholders at date of last election? Twelve.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Do any of the ten largest security holders hold any securities as trustees? No.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
President	W. W. Baldwin.....	Burlington, Ia.
First vice-president	J. A. Jordan.....	Green Bay, Wis.
Secretary	H. W. Weiss.....	Chicago, Ill.
Treasurer	T. S. Howland.....	Chicago, Ill.
General superintendent	D. Cunningham.....	La Crosse, Wis.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, H. W. Weiss; title, secretary; address, 209 Adams St., Chicago, Ill.

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports.)

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
Winona Bridge Railway Company.....	A point on the South line of block G. & H. in Riverside Addition to Winona in City of Winona, County of Winona, State of Minnesota and north line of 3rd Street in said city at Station 54 and 34-2.....		
Total mileage operated.....	The middle of the channel of the Mississippi River.....		.49
			.49

(Page 39.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE
OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

5. An agreement with each of the following railway companies:

The Chicago, Burlington & Northern Railroad Company (now the Chicago, Burlington & Quincy Railway Company).

The Green Bay, Winona & St. Paul Railway Company (now the Green Bay & Western Railroad Company), whereby each of these companies agrees to pay to the company for transportation over its line:

Four dollars per carload for freight above fourth class.

Two dollars and a half per carload for freight fourth class or under.

Four cents per 100 pounds for freight in lots less than a carload, not, however, to exceed carload rates.

Twenty-five cents per passenger.

No charges to be made for empty cars, engines, passenger cars and cabooses.

The Chicago, Milwaukee & St. Paul Railway Company rent of land in Winona, Minn., on which their track is laid.

WISCONSIN CENTRAL RAILWAY COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Wisconsin Central Railway Company.
2. Date of organization. December 30, 1897.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the general laws of the state of Wisconsin, chapter 87 of the revised statutes of Wisconsin of 1878, first enacted as chapter 119 of the general laws of 1872.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Not strictly a reorganized company, but an independent company, which purchased the railroads and properties of the Wisconsin Central Company, the Wisconsin Central Railroad Company, the Milwaukee & Lake Winnebago Railroad Company, the Chicago, Wisconsin & Minnesota Railroad Company, the Packwaukee & Montello Railroad Company, the Marshfield & South-Eastern Railway Company, and in 1906, the Owen & Northern Railway Company and the Lake Superior & Southeastern Railroad Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
Mark T. Cox.....	New York, N. Y.....	October 13, 1908
John F. Hill.....	Augusta, Me.....	October 13, 1908
Geo. A. Fernald.....	Boston, Mass.....	October 13, 1908
Geo. A. W. Dodge.....	Winchester, Mass.....	October 13, 1908
W. A. Bradford.....	Chicago, Ill.....	October 12, 1909
T. L. Chadbourne, Jr.....	New York, N. Y.....	October 12, 1909
Henry C. Starr.....	Chicago, Ill.....	October 12, 1909
Fred T. Gates.....	New York, N. Y.....	October 11, 1910
Sidney G. Courteen.....	Milwaukee, Wis.....	October 11, 1910
Geo. W. Webster.....	Milwaukee, Wis.....	October 11, 1910

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value.	
		Common.	Preferred.
Brown Bros. & Co., 59 Wall St., New York.....	25,849	\$1,352,100	\$1,232,800
Jas. C. Brower, 79 8th Ave., New York.....	5,220	250,000	272,000
Sidney G. Courteen, 54 2nd St., Milwaukee.....	5,650	265,000	300,000
Fred T. Gates, 26 Broadway, New York.....	10,001	100	1,000,000
Robert Teat Paine, Boston, Mass.....	2,269	128,500	98,400
Carl G. Rasmus, 55 Cedar St., New York.....	102,676	7,002,600	3,265,000
Howard Richards, 119 E. 71st St., New York.....	2,700	270,000	.....
Sternberger, Sinn & Co., 72 Broadway, New York	2,625	222,500	40,000
U. S. Trust Co. of New York, New York.....	19,841	1,117,000	867,100
Richard B. Wilson, 40 Wall St., New York.....	12,184	725,200	493,200

Date of last meeting of stockholders for election of directors? October 8, 1907.

Total number of stockholders at date of last election? 788.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? Yes.

Do any of the ten largest security holders hold any securities as trustees? No knowledge.

(Page 7.)

OFFICERS.

Title.	Name.	Official Address.
Chairman of the executive committee.	T. L. Chadbourne, Jr.	New York, N. Y.
President	W. A. Bradford.....	Chicago, Ill.
Vice-president and general attorney..	Henry C. Starr.....	Chicago, Ill.
Secretary	George W. Webster..	Milwaukee, Wis.
Treasurer	W. R. Hancock.....	Chicago, Ill.
General solicitor	Thomas H. Gill.....	Chicago, Ill.
General counsel	Godkin & Chadbourne	New York, N. Y.
Comptroller and auditor	Robert Toombs.....	Chicago, Ill.
Chief engineer	Charles N. Kalk.....	Chicago, Ill.
General superintendent	Earl F. Potter.....	Chicago, Ill.
Division superintendent	C. M. Winter.....	Fond du Lac, Wis.
Superintendent of telegraph.....	O. W. Johnstone.....	Abbotsford, Wis.
Superintendent of telegraph.....	P. W. Drew.....	Chicago, Ill.
General freight agent.....	Fred E. Signer.....	Chicago, Ill.
Assistant general freight agent.....	E. G. Clark.....	Chicago, Ill.
Assistant general freight agent.....	V. L. Freeland.....	Chicago, Ill.
Assistant general freight agent.....	Geo. T. Huey.....	Minneapolis, Minn.
General passenger agent.....	James C. Pond.....	Chicago, Ill.
Assistant general passenger agent.....	H. W. Steinhoff.....	Chicago, Ill.
Superintendent of transportation.....	A. J. Van Valkenburg.	Chicago, Ill.
Land commissioner	W. H. Killen.....	Chicago, Ill.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, Robert Toombs; title, comptroller and auditor; address, Chicago, Ill.

REPORT RAILROAD AND WAREHOUSE COMMISSION

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Wisconsin Central Railway.....	Wis. State Line..... Minneapolis "Y".....	Trout Brook Junction..... At Trout Brook Junction.....	23.43 .26	23.69
1. B. Wisconsin Central Railway.....	Spurs to industries.....	.....	1.63	1.63
5. St. P. & N. P. Railway..... St. Paul & Northern Pacific Railway..... St. Paul Union Depot Co. Great Northern Railway..... Minneapolis Union Railway.....	Trout Brook Junction..... Mississippi St. Connection..... Center Third Street, St. Paul..... Center Third Street, St. Paul..... In Minneapolis.....	Center Third Street, St. Paul..... St. Paul..... Union Depot, St. Paul..... Center Third Street, Minneapolis.....	2.27 .36 .53 10.76 2.71	16.65
Total mileage operated.....	41.97	41.97

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the holdings of stocks and funded debt. 9. All other important financial changes.

7. Following new bonds were issued:

Superior & Duluth division and terminal first mortgage bonds.	\$1,732,000.00
Wisconsin Central Ry. first general mortgage bonds.....	795,000.00
Dickinson Trust Co. equipment bonds.....	120,000.00

9. Following obligations were purchased and cancelled:

M. & S. E. division P. M. mortgage bonds.....	\$6,000.00
Gold equipment trust bonds.....	60,000.00
Pullman Co. equipment contract.....	21,600.00
Haskell & Barker equipment contract.....	39,090.00

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. All business handled by the National Express Company, in consideration of which they pay the Wisconsin Central Railway Company a percentage of their gross earnings.

2. Mails are transported in accordance with rules and regulations of the United States postoffice department, compensation fixed by the United States post-office department under Route No. 139061.

3. By contract of November 1, 1907, Pullman Company furnishes such sleeping cars as are required for use on Wisconsin Central Railway, at a rate per mile varying in the amount of revenue from sale of berths and seats determined annually. Pullman Company maintain and operate the cars and retain all of the collections.

7. The railway company operates no telegraph lines commercially; the lines existing on the property of the railway are owned partially by the railway and partially by the Western Union Telegraph Company. The portion owned by the railway is leased at a stipulated rental to the Western Union Company for operation. On all lines wires are set aside for exclusive use of the railway company. Contract provides for equitable division of the expense of maintenance and renewals.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain	48,246	35,284	83,530	7.51
Flour	180,060	8,969	189,029	17.02
Other mill products.....	28,990	3,319	32,309	2.91
Hay	50	1,808	1,858	.17
Tobacco .....	.....	114	114	.01
Cotton .....	.....	.....	.....	.....
Fruit and vegetables.....	345	6,628	6,973	.63
Other products of agriculture.....	233	1,500	1,733	.16
Total	257,924	57,622	315,546	28.41
Products of Animals—				
Live stock.....	1,302	6,712	8,014	.72
Dressed meats.....	1,109	1,974	3,083	.28
Other packing house products.....	2,420	1,929	4,349	.34
Poultry, game and fish.....	157	1,997	2,154	.18
Wool .....	.....	3,288	3,288	.30
Hides and leather.....	1,394	3,158	4,552	.41
Other products of animals.....	.....	.....	.....	.....
Total	6,382	19,058	25,440	2.23
Products of Mines—				
Anthracite coal.....	.....	29,612	29,612	2.67
Bituminous coal.....	.....	185,542	185,542	12.20
Coke .....	.....	14,394	14,394	1.29
Ores .....	.....	3,045	3,045	.27
Stone, sand and other like articles.....	610	7,488	8,098	.74
Other products of mines.....	.....	7,829	7,829	.71
Total	610	197,910	198,520	17.88
Products of Forests—				
Lumber .....	.....	125,405	125,405	11.29
Other products of forests.....	412	82,058	82,470	7.42
Total	412	207,463	207,875	18.71
Manufactures—				
Petroleum and other oils.....	942	19,555	20,497	1.85
Sugar	4,776	14,070	18,846	1.69
Naval stores.....	.....	.....	.....	.....
Iron, pig and bloom.....	75	2,502	2,577	.23
Iron and steel rails.....	47	9,406	9,453	.85
Other castings and machinery.....	213	14,510	14,723	1.32
Bar and sheet metal.....	78	13,604	13,682	1.23
Cement, brick and lime.....	703	17,175	17,878	1.61
Agricultural implements.....	79	8,676	8,755	.79
Wagons, carriages, tools, etc.....	39	2,509	2,548	.23
Wines, liquors and beers.....	1,079	14,369	15,448	1.39
Household goods and furniture.....	1,560	3,115	4,675	.42
Other manufactures.....	10	633	643	.06
Total	9,601	120,124	129,725	11.67
Merchandise	11,250	46,639	57,889	5.29
Miscellaneous—				
Other commodities not mentioned above.....	13,900	161,755	175,655	15.81
Total tonnage—State.....	300,079	810,571	1,110,650	100.00
Total tonnage—Entire line.....	3,128,612	1,289,523	4,418,135	100.00

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY.

(Page 3.)

HISTORY.

1. Exact name of common carrier making this report. Wisconsin, Minnesota & Pacific Railroad Company.

2. Date of organization. April, 1894.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Originally known as the Minnesota Central Railroad Company. Incorporated under special laws of territory of Minnesota, extra session 1857, chapter 2, and approved May 23, 1857, and amendments thereto, as follows: Special laws of Minnesota for 1867, approved May 9, 1867; special laws of Minnesota for 1872, approved February 24, 1872; special laws of Minnesota for 1873, approved March 10, 1873; special laws of Minnesota for 1875, approved March 1, 1875; special laws of Minnesota for 1881, approved March 7, 1881; special laws of Minnesota for 1883, approved March 2, 1883.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Wisconsin, Minnesota & Pacific Railroad Company has acquired by purchase all the railway and equipment of the Duluth, Red Wing & Southern Railway Company and the Winona & Western Railway Company.

The Duluth, Red Wing & Southern Railway Company was organized October 26, 1886, under general statutes of state of Minnesota and constructed a line, Red Wing to Zumbrota, Minn., 25 miles, and branches 3 miles; all its property was conveyed to the Wisconsin, Minnesota & Pacific Railroad Company by deed dated July 5, 1901.

The Winona & Western Railway Company was organized November 7, 1894, under chapter 34 of the statutes of Minnesota and acquired and constructed a line from Winona, Minn., to Osage, Iowa, with a branch from Simpson, Minn., to Rochester, Minn. All the property was conveyed to the Wisconsin, Minnesota & Pacific Railroad Company by deed dated September 10, 1901.

5. Date and authority for each consolidation. Authority of stockholders and directors of each company.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. It is a reorganized company. The name was originally the Minnesota Central Railroad Company. Incorporated as stated in section 3 above. The name was changed to the Wisconsin, Minnesota & Pacific Railway Company in 1893; a decree of foreclosure was entered on October 6, 1893, by circuit court of the United States for the district of Minnesota, fourth division, and the property sold on November 16, 1893.

The company was reorganized pursuant to provisions of section 87, chapter 34 of general statutes of Minnesota as the Wisconsin, Minnesota & Pacific Railroad Company on April 9, 1894.

(Page 5.)

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
A. B. Stickney.....	St. Paul, Minn.....	September 11, 1908
R. C. Wight.....	St. Paul, Minn.....	September 11, 1908
Kenneth Clark.....	St. Paul, Minn.....	September 11, 1908
C. A. Stickney.....	St. Paul, Minn.....	September 11, 1908
L. R. Wells.....	Minneapolis, Minn.....	September 11, 1908

TEN LARGEST HOLDERS OF VOTING SECURITIES.

Names and Addresses.	Number of Votes.	Par Value. Common.
All the stock of this company is owned by the Chicago Great Western Ry. Co., and it is all issued to that company excepting five shares, one share being issued in names each of the directors,.....	58,934	\$5,893,400

Date of last meeting of stockholders for election of directors? September 13, 1907.

Total number of stockholders at date of last election? Six.

Has each share one vote? Yes.

Has any issue of securities contingent voting rights? No.

* Has any issue of securities special privileges in the election of directors? No.

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OFFICERS.

Title.	Name.	Official Address.
Receivers C. G. W. Ry.....	A. B. Stickney and Chas. H. F. Smith.....	St. Paul, Minn.
President	R. C. Wight.....	St. Paul, Minn.
First vice-president	A. B. Stickney.....	St. Paul, Minn.
Secretary	G. F. Philler.....	St. Paul, Minn.
Treasurer	R. O. Barnard.....	St. Paul, Minn.
Auditor	C. O. Kalman.....	St. Paul, Minn.
General manager	S. C. Stickney.....	St. Paul, Minn.
Chief engineer	W. H. Chadbourne.....	St. Paul, Minn.
General superintendent	O. Cornelsen.....	St. Paul, Minn.
Division superintendent	C. I. Banks.....	Red Wing, Minn.
Superintendent of telegraph.....	A. T. Hallenbeck.....	St. Paul, Minn.
Traffic manager	L. S. Cass.....	St. Paul, Minn.
General freight agent.....	W. E. Pinckney.....	St. Paul, Minn.
Assistant general freight agent.....	Geo. F. Thomas.....	St. Paul, Minn.
General passenger agent.....	J. P. Elmer.....	St. Paul, Minn.
Assistant general passenger agent.....	R. F. Malone.....	St. Paul, Minn.
General baggage agent.....	G. T. Spillman.....	Chicago, Ill.

Name and address of officer to whom correspondence concerning this report should be addressed: Name, C. O. Kalman; title, general auditor; address, St. Paul, Minn.

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA
(For Companies (Other than Switching and Terminal) Making Operating Reports.)

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
1. Wisconsin, Minnesota and Pacific Railroad—			
1. A. Wisconsin, Minnesota & Pacific Railroad.....	Mankato.....	Iowa-State Line.....	191.40
1. B. Wisconsin, Minnesota & Pacific Railroad.....	Simpson.....	Winona.....	54.20
	Clay Bank Junction.....	Clay Bank.....	2.00
	Red Wing.....	Sewer Pipe Works.....	.90
Total mileage operated.....			57.10
			248.50

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE
OF MINNESOTA.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Wells-Fargo Express Company, who pay percentage of the gross earnings of the express company on the line of the Wisconsin, Minnesota & Pacific Railroad Company.

2. United States government, compensation based on amount and character of service.

3. Pullman Company furnish sleeping cars, paid on basis of miles run by cars.

5. Chicago Great Western Company for furnishing equipment and operating the line, the earnings being apportioned on agreed basis.

7. Western Union Telegraph Company operates the telegraph lines. They furnish the necessary wires and facilities to the railroad company for the transaction of its business on the lines of the road. Operators at railway stations are paid by the railroad company, and perform services for the telegraph company. Material for maintenance is supplied by the telegraph company, and labor for maintenance is furnished by the railroad company. The telegraph company receives all revenue derived from commercial business.

8. Various telephone companies furnish telephones at points on the line where required and are paid fixed amounts for the use of instruments.

9. Chicago, Milwaukee & St. Paul Railway for use of terminal facilities at Mankato; payment made on interest valuation.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Commodity	Freight Originating on this Road	Freight Re- ceived from Connecting Roads and other Carriers	Total Freight Tonnage	
	Whole Tons	Whole Tons	Whole Tons	Per Cent.
Products of Agriculture—				
Grain			124,752	26.81
Flour			33,270	7.15
Other mill products.....			3,490	.75
Hay			977	.21
Tobacco				
Cotton				
Fruit and vegetables.....			2,699	.58
Other products of agriculture.....			8,329	1.79
Total			173,517	37.29
Products of Animals—				
Live stock.....			13,727	2.95
Dressed meats.....				
Other packing house products.....			93	.02
Poultry, game and fish.....			326	.07
Wool			47	.01
Hides and leather.....			93	.02
Other products of animals.....			558	.12
Total			14,844	3.19
Products of Mines—				
Anthracite coal.....			10,004	2.15
Bituminous coal.....			87,433	18.79
Coke			1,303	.28
Ores			47	.01
Stone, sand and other like articles.....			88,969	19.12
Other products of mines.....			1,536	.33
Total			189,292	40.68
Products of Forests—				
Lumber			12,796	2.75
Other products of forests.....			2,932	.63
Total			15,728	3.38
Manufactures—				
Petroleum and other oils.....			1,722	.37
Sugar			1,117	.24
Naval stores.....				
Iron, pig and bloom.....			745	.16
Iron and steel rails.....			326	.07
Other castings and machinery.....			605	.13
Bar and sheet metal.....			140	.03
Cement, brick and lime.....			28,245	6.07
Agricultural implements.....			791	.17
Wagons, carriages, tools, etc.....			512	.11
Wines, liquors and beers.....			1,024	.22
Household goods and furniture.....			2,559	.55
Other manufactures.....			2,976	.64
Total			40,762	8.76
Merchandise			23,870	5.13
Miscellaneous—				
Other commodities not mentioned above.....			7,306	1.57
Total tonnage—State.....			465,319	100.00
Total tonnage—Entire line.....			499,949	

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